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OPHTHALMIC OPTICIAN
21, Queen's Road Central, Hongkong

The China Mail

ESTABLISHED 1845

October 27, 1920, Temperature 69

Barometer 29.96

Rainfall 0.00 inch.

Humidity 82

October 27, 1919, Temperature 69

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DISINFECTANT.

No. 18,092

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號七廿月十年十二百九千一英

HONGKONG, WEDNESDAY, OCTOBER 27, 1920.

日六十月九年九國民華中

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TO-DAY'S CABLES.

(Reuter's Service to the China Mail)

ARMISTICE DAY CELEBRATIONS.

MAGNIFICENT FUNERAL FOR UNKNOWN WARRIOR.

BURIAL IN THE ABBEY.

LONDON, October 25. — A feature of the Armistice Day celebrations on November 11 in London this year will be the burial of an unknown British warrior at Westminster Abbey, and preparations are being made to deal with the enormous crowd who will be desirous of partaking in the impressive ceremony. The body of the unknown warrior, who died in the early part of the war, will be brought from the British battlefield in France in a simple coffin specially made for the purpose. It will be carried to the Abbey on a gun carriage covered with the national flag and will be placed in the grave with the pomp and ceremony befitting the great ones of the earth. Field Marshals, Generals, and Admirals will act as pall bearers, and the procession, in which will be the Royal Princes, Cabinet Ministers, representatives of the Army and Navy, will march to the Abbey through the streets of London to the accompaniment of military bands playing funeral marches, and the muffled peal of the bells of the Abbey. When the Abbey is reached the burial service will be held and the coffin placed in the grave which will be filled with soil taken from the unknown warrior's resting place in France. The Abbey will then be opened to the general public, which will be allowed to file past the grave and pay homage to the glorious dead. On the way to the Abbey a cenotaph in Whitehall will be unveiled by the King precisely at eleven o'clock in the morning, when there will be two minutes silence in honour of the dead. His Majesty will enter the Abbey on foot behind the gun carriage as the chief mourner representing the nation and the Empire.

GERMANY'S OBLIGATIONS.

ATTEMPTS TO DODGE TREATY STIPULATIONS.

LATEST COMPLAINTS.

LONDON, October 24. — A Havas message states that the German semi-official press is still persistent in attempting to find all sorts of reasons for Germany to dodge the Peace Treaty stipulations. The former Imperial Cabinet Minister, Dr. Dernburg now contends in a Berlin paper that France lost only eight per cent. of her pre-war aggregate of wealth against Germany's 20 per cent. the conclusion being, of course, that Germany cannot possibly pay what she is bound to. Another erroneous contention in the German papers is that France is now overflowing with coal, while German industry is just dying from lack of fuel. The latest French official statistics conclusively show that however the French stocks of coal are now, they are at least 50 per cent. below the level of September of 1913. The fact is that the present crisis in the German industry can be ascribed to the exorbitant prices asked for goods for export to certain countries as a rather questionable means of checking a steady slump in the German currency.

IRISH DISORDERS.

ANOTHER POLICE PATROL AMBUSHED.

THREE KILLED.

LONDON, October 25. — One hundred armed and disguised men ambushed a police patrol of nine men in County Sligo. Three policemen were killed and three wounded.

"POLICY OF FRIGHTFULNESS"

LONDON, October 25. — In the House of Commons, prior to the debate, on the Emergency Powers Bill Mr. T. P. O'Connor obtained leave to move an adjournment drawing attention to the renewal of the "policy of frightfulness in Ireland by indiscriminate shooting, flogging, incendiarism, and the arming of Orange Volunteers in Ulster." The debate comes on to-night.

BOLSHEVIKS IN BOKHARA.

AMIR'S REPORTED FLIGHT TO AFGHANISTAN.

BOMBAY, October 25. — An envoy states that the Bolsheviki, who recently established themselves at Bokhara, occupied the Amir's palace. An explosion caused many casualties while the Bolsheviki were removing the Amir's supplies of munitions from the palace. The Amir is reported to have fled to Afghanistan.

DEATH OF MR. MCSWINEY.

NEWS RECEIVED IN DUBLIN WITH PROFOUND GRIEF.

UNIVERSAL MOURNING.

LONDON, October 25. — The news of the death of Mr. McSwiney, (the late Lord Mayor of Cork whose death is reported in our earlier cables), was received in Dublin with profound grief. The city flag was flown at half mast, but British troops took possession of the Mansion House over which the flag flies. There were signs of universal mourning, and prayers for the repose of Mr. McSwiney are being offered in all churches.

EXCITEMENT IN DUBLIN.

LONDON, October 25. — The news of the death of Mr. McSwiney has caused a profound sensation in Cork which immediately went into mourning. All public functions were adjourned and places were closed. Up to the present there have been no disorders. Soon after the death was known in Dublin the military showed great activity and raided the Mansion House which they searched from top to bottom, whilst barred wire entanglements were thrown across the roads. Vehicles were stopped and searched. The city is in a most excited state.

THE DOLLAR.

To-day's closing rate 3/10 1/2
To-day's opening rate 3/10 1/2

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail)

CORK'S MAYOR DEAD.

LONDON, October 25th. — The death is reported of Mr. MacSwiney, the Lord Mayor of Cork, who was hunger-stricken in Brixton Gaol.

Mr. MacSwiney died in Brixton prison at 5.30 this morning—the seventy-fourth day of his hunger-strike.

After a brief conscious interval, he lapsed into unconsciousness last night. Mr. MacSwiney recently had repeated attacks of delirium, and was given nourishment by the prison authorities, but was so enfeebled that it had little effect.

171 COUNTS.

New York, October 23rd. — A Federal indictment containing 171 counts has been returned against Messrs. Armour's of Chicago, who are charged with violating the anti-profiteering Lever Law in selling New Zealand lamb.

It is reported from Pittsburgh that the Federal District Court of justice in rendering the decision declared that the fourth section of the Lever Law was unconstitutional.

MINERS' STRIKE.

LONDON, October 24th. — Besides the Premier, Mr. Bonar Law and Sir Robert Horne were present at this morning's conference. It is understood that the Government has arrived at a new basis which, if acceptable to the miners, is likely to provide a satisfactory settlement.

The miners' representatives are reporting the result of conference to the miners' Executive this afternoon.

The continuance of the discussions is officially regarded as a hopeful sign.

After an hour and a half's discussion at the headquarters of the Miners' Federation, this afternoon, Mr. Frank Hodges said that the conference between the officials of the Federation and the Premier will be renewed on the morning of October 25th.

LONDON, October 25th. — The continuance to-day of the informal conversations between the miners and the Ministerialists, which began yesterday, brought a tone of optimism into the situation.

A NATIVE RISING.

PORT ELIZABETH, October 25th. — Following the arrest of a native leader, a crowd of natives gathered to the police station. The police offered a stubborn resistance and were ultimately driven out. This necessitated calling reinforcements of soldiers who opened fire and ultimately dispersed the mob. The casualties were fifty, of whom fourteen were killed, including two Europeans.

LATE. — After being driven off from the police station, and pursued from the city, the natives held mass meetings in their villages in the outskirts of the city.

The following day they tried to attack the power station. The police were ultimately forced to fire, killing one and wounding seven. Others attempted to fire a huge petrol store and succeeded in cutting all the telegraph and telephone wires, except those going to Cape Town.

Reinforcements are being sent up from Oradock and Grahamstown. The city is now quiet.

The total casualties were 22 killed and 41 wounded.

THE "TICAL" STEP.

DANCING IN SIAM.

LONDON DANCES POPULAR. — Western dances are becoming popular in Siam, says the Bangkok Times. Formerly Siamese women were not allowed to dance in public halls. To-day, teachers of dancing have gained a large following, and the young people of Bangkok are keen on learning every new step from London.

Teachers there have also created new steps. One of them is called the tical step after the silver Siamese coin of that name. A great favourite is the sok step, named after the Siamese measure of 20 inches.

CHAMBERLAIN'S PAIN BALM. — THERE is nothing so good for muscular pain, rheumatism, neuralgia, lumbago, sprains of the ankle, bruise, and lacerations as Chamberlain's Pain Balm. It will effect a cure in less time than any other treatment. For sale by all Chemists and Dispensaries.

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WE NOW HAVE LARGE SUPPLIES OF
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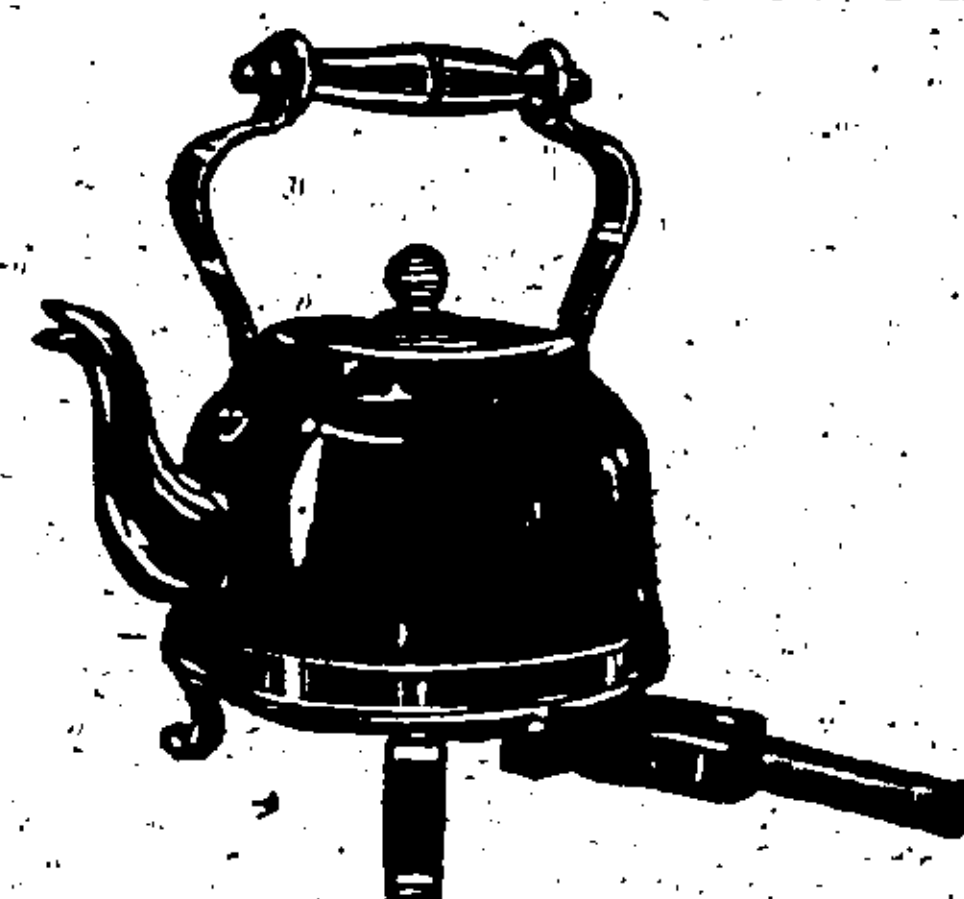
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AND SURVEYORS.**Public Auctions—**

THE Undersigned have received instructions to sell by Public Auction on

FRIDAY, October 29, 1920,
commencing at 2.30 p.m.
at their Sales Rooms, Duddell Street,
A Collection of Valuable Chinese
Carols.Comprising—
5-coloured, 3-coloured, and Blue and
White rases, plates, bowls and figures
from Kaohsi to Tzongwang periods,
plaques with porcelain panels, a gate,
Crystal and Jade ornaments, etc.
Also
Sung Celadon vase, One pair Large
Black vases with 5-coloured decoration,
(Tzongwang).
And
A few pieces Canton Blackwood-ware
On view from Thursday, the 28th
Inst.
Catalogue will be issued.
Terms—Cash on delivery.
LAMMERT BROS.,
Auctioneers.
Hongkong, October 23, 1920.**PUBLIC AUCTION**
of the
VALUABLE LEASEHOLD
PROPERTY.Situated at
Hollywood Road, Hongkong, and
registered in the Land Office as
Remaining Portion of Inland Lot No. 702
and the Building thereon—known
as No. 233 Hollywood Road to be
sold by order of the Mortgagee by
Public Auction,
on**TUESDAY,**the 9th November, 1920,
at 3 p.m., by
MESSRS. LAMMERT BROS.,
Auctioneers.at their Auction Rooms
in Duddell Street.The property consists of—
All that equal undivided half share
of and in all that piece or parcel of
ground registered in the Land Office
as the R.P. of Inland Lot No. 702
together with the building thereon—
known as 233, Hollywood Road held
for the term of 999 years from the
29th June, 1861 under a Crown Lease
dated the 25th January, 1863 and
made between Queen Victoria of the
one part and Chan A. Kum of the
other part.Area—1402 sq. feet or thereabouts.
Crown Rent—\$15.50.
Particulars and conditions of sale
may be had from:The Mortgagee's Solicitors,
Messrs. LO & LO,
Alexandra Buildings,
Des Voeux Road,Or from
MESSRS. LAMMERT BROS.,
The Auctioneers.**FOR SALE****MILNER'S SAFES**Apply to
LAMMERT BROS.,
Duddell Street.**JUST ARRIVED**
A Choice Assortment of
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TOSE (Milk Sugar) for sweetening the
foods of Infants and Dyspeptics (3)
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Flies, Mosquitoes, Bugs, Flies and all
other Insect Pests in Summer days, and
(4) JOHN CHILLIS' GOLDEN
ELECTRO-MAGIC and CINDERELLA
SOAP for keeping everything clean in
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Telephone No. 491.
Hongkong, March 30, 1914.**MASSAGE HALL**Graduate from Nagaoka Massage School.
MRS. HAN INOBUCHI
Phone No. 1964. 25, Stanley Street,
1st Floor.**THE NEW FRENCH REMEDY.**
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THERAPION NO. 2
THERAPION NO. 3
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Duddell Street, Hongkong.**ASAHI BEER**SOLE AGENTS:
MESSRS. LAMMERT BROS.**ARE YOU TAKING UP YOUR PIPE AGAIN?**

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IN MILD, MEDIUM AND FULL STRENGTHS.**FROM ALL TOBACCONISTS.**

This Advertisement is issued by British-American Tobacco Co. (China) Ltd.

SALVAGE TRIUMPHS.**U-BOAT VICTIMS RESCUED.****WORK OF THE ADMIRALTY SECTION.**The successful salvaging of H.M.S. "Vindictive" at Ostend forms one of the outstanding features of the work of the Salvage Section of the Admiralty. To this department had been entrusted the task of clearing the Belgian harbours, and the removal of the "Vindictive" from the fairway at Ostend marks practically the completion of the work.
At the outbreak of the war no Admiralty salvage organization existed but the need of such a department became pressing and early in 1916 the Lords of the Admiralty called in Captain F. W. Young as Naval Salvage Adviser to form a section and to take charge of it. Captain Young, who had been for 30 years engaged in salvage work in the interests of underwriters, being chief surveyor to the Liverpool Salvage Association, was afterwards given the rank of commodore in the Royal Naval Reserve, which position he now holds. Before the formation of the Salvage Section the naval authorities had availed themselves of his assistance. He carried through plans for guarding our ports against enemy submarines, and he made safe anchorages where no such anchorages had existed before.

The Salvage Section was formed principally of the ships, officers and men of the Liverpool Salvage Association, which were taken over while all other salvage companies in the United Kingdom were also placed under the charge of Captain Young, with a staff experienced in salvage operations. In addition old composite gunboats, especially suitable for the purpose, were quickly converted into salvage vessels and equipped with every saving device that experience could suggest, so that within a short time the Admiralty had the finest salvage plant in existence. The section proved its value almost at once although it was not until the submarine menace was at its height that it rendered its most valuable service.

FIGHTING THE U-BOAT.
Much was done by the section in helping to defeat the U-boat campaign by saving torpedoed merchantmen. It scarcely need be added that the section found plenty to do. Its operations extended into many waters, and were so successful that in the last three years of the war the section saved us something like £50,000,000 worth of shipping that would otherwise have been a total loss. It went to the assistance of many vessels that had been damaged by the U-boats, and by means of a special device known as the "standard patch" enabled them to reach the repairing yards. If the vessel went to the bottom and was worth raising she was

raised and returned to service. Close upon one and three-quarter million tons of merchant shipping was thus saved during the war. It does not require a very vivid imagination to grasp how great a boon it was to the Allies that such a considerable fleet as this tonnage represents—about 440 vessels in all—was literally snatched from "Davy Jones's locker."

Among the most notable feats achieved by the Salvage Section was the patching up of the battle-cruiser "Lion" after the Dogger Bank fight. By constructing an ingenious coffer dam on her side, they enabled her to steam to the Tyne for repair. For this Commodore Young received the thanks of Admiral Beatty. Another remarkable piece of salvage was the raising of submarine K 13 in Gair Loch, and rescuing 35 of the men who were entombed in her. Commodore Young also adopted and introduced the submersible motor pump, which Admiral Jellicoe ordered to be fitted as standard to all ships in the Grand Fleet. By the use of compressed air the first-class battleship "Conqueror" was saved when she had been given up as a total loss, and the saving of the hospital ship "Asturias" is to the credit of the section.

But perhaps the most spectacular of the Admiralty salvage performances during the war were the lifting of the "Araby" after she had been sunk in Boulogne harbour and the bringing of her back to the Thames in two pieces, and the hauling upright of a sunken transport at Folkestone by means of four railway engines. Later the collier "Bedale" was lifted in the Firth of Forth, where she had sunk in the way of the battle-cruiser squadron. Upon this occasion a dead weight of 3,000 tons was literally hauled to the surface. This was the heaviest "lift" ever performed by salvors until the "Brussels" was raised. She weighed about the same. In the early part of 1918, too, the Salvage Section refloated within a week four ships that had gone ashore off the Irish coast.

AT OSTEND AND ZEEBRUGGE.
At the request of the Belgian Government the Admiralty Salvage Section undertook the clearing of the Belgian harbours, and by the raising of the "Vindictive" they have carried through the largest marine salvage undertaking ever embarked upon. This involved, besides the "Vindictive" at Ostend, the raising of Captain Fryatt's "Brussels," the removal of the blockships "Iphigenia," "Thetis," and "Intrepid," from the mouth of the Bruges Canal, and the carrying out of many other exceedingly difficult operations. Only those who know how battered and broken the "Vindictive" was can have any adequate conception of what a remarkable piece of marine salvage was her removal. Great risks attended it for if once the hull of the vessel had slipped down into the fairway—and only exceptionally skilful handling pre-**COFFIN MISSING.****CHURCH DEMOLISHED.****FORMER LORD MAYOR'S BODY GONE.**

The coffin containing the body of a former Lord Mayor of London is missing from St. Alphege's Church, London Wall.

When it was decided to demolish the church an opportunity was given to the descendants of people buried there to remove the bodies and re-inter them. The descendants of Sir Rowland Hayward, Lord Mayor in 1570 and 1590, desired to re-inter his remains in Devonshire, the county of his birth.

He was buried at St. Alphege's in 1593, and the large marble monument erected to his memory depicts his first wife and eight children kneeling at his right hand, and his second wife and eight children at the left.

His tomb was discovered, but although three coffins were found the one containing the remains of Sir Rowland was missing.

THE DREAM LAUNDRY.**MILLENNIUM APPROACHES.****A LAUNDERER'S RESEARCH ASSOCIATION.**

A dazed incredulity, as at the arrival of the millennium, will beset most of us at the news that a day may be coming when our clothes may return from the wash untorn, unpitted, unfrayed, and with buttons, with whole buttons, still attached. For years the dissolution of our washed clothes has been growing more rapid and complete. All this may be changed. A British Launderers' Research Association has been licensed by the Board of Trade, and the title and ideal give grounds of hope, says the Daily Mail.

Laundering should, to use a dealer's phrase, be conservative; and the workers in a laundry, being like other workers, artists in their line, should return the clothes sent to them not merely cleaned but also sound and tidy and with a certain flourish. The present evils need no research; so we may expect that the new laundry research scientists will set to work at once on the remedies. Clothes are very expensive; and, if washed, short-lived.

vented it from doing so. Ostend Harbour would have been "bottled up" for months to come. In recognition of his work Commodore Young was decorated by the King of the Belgians and by the Government of the United States of America.—Times cor.

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CABLE ADDRESS "CHEONGLEE" A.B.C. CODE 574 EDITION.**HOTELS AND CAFES.****THE HONGKONG HOTEL CO., LTD.****OPERATING:—****THE HONGKONG HOTEL,****HOTEL MANSIONS.****THE IMPULSE BAY HOTEL,**

AND THE

HONGKONG HOTEL GARAGE.**J. H. TAGGART,**
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A 1 Telegraphic Code.

Telegraphic Address
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PUBLIC AUCTIONS

THE Undersigned favoured with instructions from the Liquidators will sell by Public Auction

on

THURSDAY,

The 28th October, 1920, commencing at 2.30 p.m. on the premises of the Corinthian Yacht Club.

The Club Furniture, etc., etc.

Comprising—

Bar and Counters, Ice Chests, Table and Chairs, Bookcase, etc., Telescopes, Binoculars, Clock, Book on Yachting, etc., Large Iron Safe and Stand, Flag-staff, International Code Flags, Bunting, etc., Two Dinghies, 4-Oared Racing Boat, 2 Sporting Guns and Slip Way Complete.

Trains:—Oath.

On view day of sale or by arrangement.

HUGHES & HOUGH,

Auctioneers,

Hongkong, October 21, 1920.

PUBLIC AUCTION

OF THE

Valuable Leasehold Property SITUATE AT

Victoria, Hongkong, and registered in the Land Office as Section "B" Marine Lot No. 50, and the Building thereon To be sold by order of the Mortgagees

by

PUBLIC AUCTION

on

WEDNESDAY,

the 3rd day of November, 1920, at 12 noon, in One Lot

by

Messrs. HUGHES & HOUGH,

Auctioneers,

at their Auction Rooms in Des Voeux Road Central.

The Property is situated in the Western District and consists of—

All that piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as Section "B" Marine Lot No. 50 and is covered by Premises known as 2 and 4, Wilkes Street, two Stories Chinese Godowns built of brick with tile roofs, held for the residue of a term of 999 years created therein by a Crown Lease dated the 24th day of September 1856 and made between Her late Majesty Queen Victoria of the one part and Adam Scott of the other part.

Area:—3960 square feet or thereabouts. Crown Rent:—£3 15 0.

Vacant possession will be given on completion.

Particulars and Conditions of sale may be had from—

Messrs. DEACON, LOOKER,

DEACON & HARBSTON,

1, Des Voeux Road Central

Vendor's Solicitors,

or from

Messrs. HUGHES & HOUGH,

The Auctioneers.

Hongkong, October 9, 1920.

FOR SALE

THE Undersigned have received instructions to sell at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

The Motor Yacht "IRENE" Built 1916. Had very little usage. Hull.....Teakwood. Length, water line 29' 8" over all 35ft. Beam.....7 ft. Draft.....3 ft.

Motor "Scripps" Heavy Duty 14 H. P. Complete with lavatory, refrigerator, suit of sails and all accessories.

Price and full particulars may be had from the undersigned.

Terms:—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, October 6, 1920.

FOR SALE

THE Undersigned have received instructions to sell at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

A Private collection of about 250 Chinese and Bottles including many rare specimens with cabinet.

Owner leaving the Colony. Particulars from the undersigned.

Terms:—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, October 14, 1920.

WANT ADVERTISEMENTS

25 WORDS 3 INSERTIONS, \$1. PREPAID.
Every additional word 4 Cents for 3 insertions.

TO LET.

WITH immediate possession EXCELLENT FURNISHED FLAT three rooms, Queen's Road Central. Apply:—PERCY SMITH SEB & FLEMING, 5 Queen's Road Central.

TO LET.—From NOVEMBER 1st, new three-roomed EUROPEAN FLATS in Kowloon, facing Coronation Road (Nathan Road Extension), fifteen minutes by rickshaw from Hongkong Ferry, and five minutes walk from Tsimshui Ferry. This property can be let as eleven self-contained houses each with nine living rooms and adequate kitchen, bath and servants' rooms, or as separate three roomed flats. The rooms are large and cool, facing east with an open prospect. Very moderate rental. Apply J. CARR CLARK, Architect & Surveyor, 14, Queen's Road Central.

N.B.—Official information has been received that a Government regulated Motor Bus Service will shortly be inaugurated in this district. This service will run to a fixed timetable, and will provide speedy and comfortable access from the Ferry to these flats.

INTIMATIONS.

ROYAL HONGKONG YACHT CLUB.

NOTICE TO YACHT OWNERS.

YACHT owners are requested to submit the names of their Yachts to the undersigned for the purpose of registration and classification not later than October 31st.

D. K. BLAIR,
LOWE, BINGHAM & MATTHEWS.
Hongkong, October 20, 1920.

NOTICE.

THE BRITISH COMMONWEALTH INSURANCE CO., LTD.
(Incorporated in England)

HAVING been appointed Fire Agents in Hongkong, Canton, Macao and Swatow, by the above named Company, we are prepared to issue Policies at current rates.

UNION TRADING CO.
Prince's Buildings,
Hongkong, October 23, 1920.

NOTICE.

WE have this day established ourselves as general merchants, with offices at Prince's Buildings.

R. D. WILKS & CO.

Hongkong, 26th October, 1920.

KOWLOON-CANTON RAILWAY.

(BRITISH SECTION).

NOTICE.

THE PUBLIC IS NOTIFIED that until further notice on account of the present unsettled conditions at Canton the Through Train Service is suspended from this date, and additional local trains will run as follows—

Last Ferry leaves

Hongkong 8.45 a.m.

Kowloon dep. 8.56 "

Yau-mat (X No. 7) (arr. 9.02) (dep. 9.05) "

Shatin (arr. 9.14) (dep. 9.15) "

Taipo (arr. 9.27) (dep. 9.28) "

Taipo Market (arr. 9.30) (dep. 9.32) "

Fanling (arr. 9.40) (dep. 9.41) "

Shenung Shui (arr. 9.42) (dep. 9.45) "

Shum Chun (arr. 9.50) (dep. 10.19) "

Sheung Shui (arr. 10.24) (dep. 10.26) "

Fanling (arr. 10.28) (dep. 10.29) "

Taipo Market (arr. 10.38) (dep. 10.40) "

Taipo (arr. 10.42) (dep. 10.43) "

Shatin (arr. 10.55) (X No. 10) (dep. 10.56) "

Yau-mat (arr. 11.05) (dep. 11.07) "

Kowloon arr. 11.12 "

By Order, H. P. WINGLAW,

Manager.

Kowloon, October 26, 1920.

INTIMATIONS.

THEATRE ROYAL.

THE UNITED SERVICES CONCERT PARTY

will give

A GRAND CONCERT

in aid of Italian Convent (West Point.)

on

Friday, 5th & Saturday, 6th Nov.

at 9 p.m.

LONDON SUCCESSORS, IMPERATORIAN, BALANCING FRAYS, TWO COMEDIANS AND A MOTOR CAR, ETC., ETC.

The Party will include many well-known local artists.

PRICES:—\$3, \$2 & \$1.

Booking at MOUTRIE'S.

HONGKONG WOMEN'S GUILD

AND

MINISTERING CHILDREN'S LEAGUE

THE ANNUAL FETE

AND

SALE OF WORK

will be held in

GOVERNMENT HOUSE GROUNDS

ON

SATURDAY, Nov. 6th.

From 2 to 7 p.m.

Adults — 30 Cts.

Children — 10 "

OLD ALLEYMAN DINNER.

It is proposed to hold a DINNER on SATURDAY, the 20th of November, 1920. Will all "Old Alleyman" wishing to attend, send in their names to the undersigned as soon as possible.

It is hoped that all "Old Alleyman" both in Hongkong and Canton will participate.

Time and place will be notified later.

H. L. DENNIS,

Hon. Secretary.

OLD ALLEYMAN SOCIETY.

Hongkong, October 26, 1920.

LADY'S NEWS.

WE are exhibiting from WEDNESDAY, October 27, an exquisite collection of LATEST STYLE Dresses, Cloaks and diverse Ladies fashions, which are incomparable. An early visit will give YOU the opportunity to see everything and get the best choice. As the Exhibition will only last one week, it will be advisable for YOU to give us a call as soon as possible.

KOMOR & KOMOR,

Alexandra Buildings.

Hongkong, October 26, 1920.

JAPANESE ARTIST.

ADVERTISER wishes to meet with Japanese Artist to paint Japanese flowers. Apply: Weight, c/o "China Mail" Office.

NOTICES TO CONSIGNERS

"BEN" LINE OF STEAMERS.

From MIDDLEBERRY, LONDON AND STRAITS.

HE Steamship

"BENVENUE"

CONSIGNERS of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., wharves and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 4th November, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst. at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.

Agents.

Hongkong, October 21, 1920.

MASSAGE.

MR. HONDA and Mrs. HONDA.

Trained male Masseurs.

13 years' experience.

Formerly of Tokyo Military Hospital.

WILL VISIT PATIENTS.

RESIDENCES IF PERMITTED.

No. 34, Wyndham Street.

(Opposite to the China Mail)

MR. WELLS'S WAY TO PEACE.

FOR A NEW WORLD-STATE.

AN APOLOGY FOR UTOPIANS.

Birmingham, Aug. 22.—Speaking at the History Summer School at Birmingham to-night on "An Apology for Utopians," Mr. H. G. Wells said the Utopian method was the method of planning. Every architect before starting to build had a Utopian vision in his mind. Utopias had often been sneered at by the so-called practical men who only recently sneered at motor-cars, aeroplanes, and submarines. To meet this prejudice old writers of Utopias had often said their Utopias were in a distant island or planet. In a sense Utopias were treason to the things that are and to the people that are. They knew Utopias were plans for new worlds.

Early Socialists, Mr. Wells continued, were entirely Utopian. They made their appeal to the creative impulse in man. He regarded the failure of the Soviet Government to establish Socialism as due to their non-Utopian methods. They came into power with a doctrine instead of a vision. He thought Russia would ultimately fall back into a State largely made up of peasant proprietors with its industry reorganised by foreign capitalists. The Marxists could not overcome the fact that when the men in control got control they became different from the people they ruled over.

When the war came on statesmen's views were shown to be inadequate. They had no world Utopia ready. What the world now needed if civilisation was to be saved was a Federal World State. The idea of a League of Nations was not big enough. Europeans, said Mr. Wells, tended to rely politically on American support, and he showed that the situation in America is entirely different. The idea of a world State was rendered necessary by the rapid growth of means of communication, and this involved a complete change of political life.

The main air routes of the future were overland routes, whereas the British Empire was an ocean Empire. In the future it would be impossible to protect our sea routes against submarines and aircraft, and if we tried to connect by air we had to go over foreign States. The great new problem of air transport might be strangled by the present ridiculously restricted State frontiers. He often found it impossible to convey to an American how impossible European boundaries are. If an American wanted to go from New York to St. Louis he got in a train and went, but if we wanted to go from London to Warsaw we had to get passports, be examined at frontiers, change our money, re-book and suffer many inconveniences. Then it was difficult to get back. Even then one had not travelled as far as from New York to St. Louis. The countries he would travel through from London to Warsaw were no bigger than Texas. Therefore if one spoke of France as a nation one wanted a different name for the United States. This caused the American to have totally different political ideas.

The idea of a League of Nations was all right for America but too small for Europe. The European situation was more intense as Europe was saturated by narrow patriotisms. We must stop talking of British people, French people, and German people, and think only of civilisation or civilisation and aggressive patriotisms must be attacked and the idea of a supreme ruling State taught. The new State must be heir to all. An international mind was needed. A European State alone was not enough. The idea had to be got into the minds of Indians, Arabs, and other Easterns. This could be done. Means of propaganda were infinitely greater than ever before. As an example of how ideas can be spread he instanced the spread of Christianity and Islam. If ideas could be spread then they could be spread much more rapidly now. Religions also could help because all the great religions at bottom were international and could not sanction State divisions although they might tolerate them.—"M. G."

TO CURE SUMMER HEADACHES

use Pinkettes; they are the natural remedy for this trouble because they clear the cause—constipation, liver disorder, biliousness, fermentation in the stomach.

Equally suitable for women as for men, Pinkettes are also particularly helpful to the aged, being so mild in action yet so efficient in result. They prevent diarrhoea and dysentery, and relieve flatulence. From dealers everywhere, or at 80 cents the retail, post free, of the Dr. Williams' Medicine Co., 98 Sechen Road, Shanghai.

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WATSON'S FINEST OLD BROWN LIQUEUR BRANDY

25 YEARS IN WOOD.

A. S. WATSON & CO., LTD.,
WINE AND SPIRIT MERCHANTS.
TELEPHONE 616.

Wm. **Powell** Ltd.
TELEPHONE 346

ALWAYS HAVE A VERY LARGE AND CHOICE
VARIETY OF FABRICS FOR ALL OCCASIONS.

TWEEDS—FOR COATS & SKIRTS OR
GOLF SKIRTS.

NAVY SERGES—FOR TAILOR MADES.

GABERDINES—FOR COSTUMES.

VELOUR CLOTH—ALL WOOL, FOR COATS.

VELVETEENS—FOR DRESSES AND
COAT FROCKS.

CHIFFON VELVETS—FOR EVENING
GOWNS OR WRAPS.

FOULARD DRESS LENGTHS, FOR AFTERNOON WEAR.

The China Mail.

LEAD, JUSTICE, PUBLIC SERVICE.

HONGKONG, WEDNESDAY, OCT. 27, 1920.

A SECRET OUT.

It is understood that there are 37 varieties of war winners. Every separate one of them claims to have won the Great War. It wasn't until Sir Campbell Stuart, K.B.E., wrote, and Hodder and Stoughton published, a seven-and-sixpenny book entitled "Secrets of Creve House," that we realized the existence of a 38th claimant for the credit of winning the war. Creve House is a place in Mayfair, which was commandeered by the Government as an asylum for the Department for Propaganda in Enemy Countries, a department which included many energetic gentlemen, some of military age and some over it, and gave them a cozy opportunity of "doing their bit."

According to this book, which we cannot accuse of exaggerated modesty, their bit was a big bit. They intimate pretty plainly that they won the war, and they even cite the post-war memoirs of Ludendorff and other German generals as confirmation of the proposition that the war was won, not by soldiers, but by the pacifist and revolutionary leaflets dropped over the German lines, and designed and provided (of course) by the gallant fellows at Creve House. The fighting men may consider this a belittlement of their own straining efforts, but who cares what they think or say? Sir Campbell Stuart, K.B.E., was the Deputy Director of the Department for Propaganda in Enemy Countries, and he is not torn by any doubt of the supreme value of the "war work" done at this department. Much of the departmental correspondence is given verbatim, and one of the "secrets" revealed is a long reprint of a newspaper article. Perhaps the most thrilling picture we get is that of the conferences at the D.E.P.I.E.C. Once, we are solemnly informed,

A long discussion took place on the question of revolutionary propaganda (in Germany). The opinion was expressed that it was better to denounce the Pan-German Party generally and throw upon them the responsibility for the war and for all the misfortunes which Germany had suffered, and would still suffer from it, rather than to attack the Emperor. On the other hand, it was pointed out

that attacks on an individual are always more effective than attacks on a party, &c.

To do this sort of war work successfully, we are told, "to keep the work on the straight metals of uninterrupted progress necessitated unremitting vigilance and ceaseless consultation with the numerous interests concerned." It must have been nearly as hard as running a newspaper, but much more tactful. For instance, "personal propaganda among enemy subjects resident in neutral countries—and especially those unsympathetic to the pervading ideals of their respective nations—was tactfully pursued." This was an extra, outside the scope of their title and instructions, and shows willingness. They did other overtime. For example, certain neutrals were "brought within the orbit of salutary personal intercourse." There is not any room for doubt (in the mind of the writer of the book) that all this "would have opened a new chapter in the history of war propaganda but for the conclusion of hostilities."

What a shame that the war ended so soon! Creve House and its noble crew would have put the kink on it in crushing style, "but for the conclusion of hostilities."

The jealous fighting men used to talk differently about the work of such departments, but we can make allowance for their envy. They called these places "Punk Holes," which was clearly unfair, and they even called the propaganda departments "lie factories." This shows that men who are given to the shedding of blood, their own included, are also given to rash statements. Luckily this book has come out with photographs of the D.E.P.I.E.C. officials, and a frank disclosure of all they did and accomplished, to discount the insinuations of the soldiers who were in the trenches, and who consequently saw very little of this real war work.

On the ethics of the work of Creve House there is something to be said. The Air men employed to drop these leaflets, designed to incite the enemy troops to desert and rebel, said it was dirty work, and were not keen on it. Strange notions of warfare these men had. What could be more noble than to persuade the German soldiers to stop fighting and go home and start a revolution? When the Germans tried to tempt our Irish soldiers to mutiny, that, of course, was a different matter. That was mean, because Irishmen are easily tempted to have grievances, and to ventilate them. But the Germans were so clearly in the wrong, and

so plainly bound to lose, that it was really a kindness to let their men know it, so that they could take steps to quit before worse happened. Above all, this Department must be judged by its success. If you do not share Sir Campbell Stuart's belief that it did actually do most to win the war, you cannot doubt that it would have won it, "but for the conclusion of hostilities." We hope that the crew of Creve House did not overlook its own obvious deserts when pensions and promotions and decorations were being snafled by others less deserving. Our hope is tinged with some reasonable confidence, for what they are so sure of now, they must have been aware of then.

PROPAGANDA.

The propaganda papers tell a story of a coal miner in Glamorgan-shire who walked into a garage, pointed to a motor car marked for sale, asked the price, was told £300, and said "I'll have it." He had only £200 on him, in fivers, but promised to send the other ten, and got in and drove off.

He had presumably come prepared with a licence, and had learned to drive. It is to be hoped he was honourable in the matter of the balance owing. He was rather simple not to bid £200, as all he had, for he would probably have got it. Anyone might buy a car that way, though not every one would carry so much money—unless he took it out purposely to pay with, instead of by cheque. Lots of old-fashioned people at Home still distrust the cheque. We have seen farmers pay sums larger than £300, in notes, to cattle dealers. Then what is the point of this little anecdote? Isn't it plain? The propaganda papers know that you will believe the most transparent lies, if they fit your sentiments or emotions. The point of that story of that was that the coal-miners, now striking, are wealthy people who can afford to buy and drive motor cars. Another version of the same story, of the same story, is that the miner pointed to a grand piano, and said "I'll have it."

We observe another piece of propaganda fake-stuff, by "a working miner." His name is not given. The place is not given. We are not even told to whom he made the statement, which carries internal evidence of its journalistic origin and its propaganda purpose. Well, we suppose people who like that sort of thing regard it as the sort of thing they like. It could be done much more artistically and convincingly, but the people who do these things are on the intellectual level of the people who believe them.

OUR FAULTS.

Mrs. Asquith in the *Sunday Times* says she has noticed how brittle and egotistical people are at the smallest disapprobation. "I never get over my surprise, old as I am, at the surly moral manners, the lack of humbleness, and the colossal personal vanity that are the bed-rock of people's incapacity to take criticism well. There is no greater test of size than this; but, judged by this test, most of us are dwarfs."

FATAL CITY ACCIDENT.

WORKMAN KILLED BY FALL.

GRUESOME SHOP SCENE.

A fatal accident occurred at the premises of Messrs. Whiteaway, Laidlaw and Co. this morning at about 7.30; soon after the shop had been opened, a Chinese workman being so seriously injured that he died about an hour after his admission to the Government Civil Hospital.

Among the improvements in the lighting of the premises has been the cutting of a square opening in the ceiling just above the Ladies' Department, giving access to a large skylight.

The unfortunate man was employed by the contractors undertaking the work and was apparently engaged in fixing up one of the rails the management had decided to erect round the opening. In the course of his work he evidently missed his footing and fell to the floor of the shop, a distance of some twenty feet. It is highly probable that he struck one of the counters in his fall. The scene of the accident was marked by a big pool of blood and pieces of fallen plaster.

Mr. Webb, the manager, who was in the store at the time, immediately telephoned for assistance and in a very short time the motor ambulance arrived and rushed the injured man to the Government Civil Hospital. He died before nine o'clock.

CHILDREN'S COLDS.

WHY let the children risk their little bodies in such a distressing manner when you can so easily cure their colds with a bottle of Chamberlain's Cough Remedy? For sale by all Chemists and Storekeepers.

LOCAL AND GENERAL.

One case of diphtheria, Chinese, was reported yesterday.

A meeting of the Education Board is to be held in the Sanitary Board Room on Friday.

Of Lord Dunsany's plays Const O'Riordan says they are "the inventions of distinguished talent, but scarcely major works of art."

One of the morning papers says that the death of T. MacSweeney in a British jail "does not affect the situation." Those who wait will see.

The Chartered Bank of India, Australia, and China has recently established branches at Alor Star, Kedah (Malay Peninsula) and Cawnpore (India).

As the result of being knocked down by motor car No. 245, in Fook Street, Yaumatei, yesterday, an elderly Chinese woman, aged about 50, is now lying in the Kwong Wah Hospital in a critical condition.

Dengue fever seems to be making its presence felt in the Colony and a number of people are "down" with it. The disease is not notifiable so that its incidence cannot be accurately gauged. While not considered dangerous, the fever is very infectious.

The October number of the *Yellow Dragon* contains a farewell message from Mr. B. Tanner, Headmaster of Queen's College, who is going home on leave. It is recorded that Mr. R. E. O. Bird will act as headmaster during his absence. The usual accounts of school happenings are brightly and interestingly written.

A male Chinese, aged about 29 years, living at No. 26, Yauwou Street, Wanchai, was yesterday removed to the Government Civil Hospital suffering from an ugly cut in the shoulder, alleged to have been inflicted by an unknown man in Jardine's Bazaar. The assailant absconded, and has so far not been arrested. The patient knows of no reason why the man should attack him. The injury is not serious.

Following the example of New Zealand the Commonwealth of Australia has, by proclamation under the Quarantine Act, continued the prohibition save under certain conditions the importation into the country of brushes of any description or toilet articles containing or made from the hair of animals, which have been manufactured in Eastern or South Eastern Asia, India, Ceylon, Japan, the East Indian Islands or the Philippine Islands.

A passenger arriving from Vladivostok tells once again, as quoted by a Tsuruga dispatch to the *Jiji*, the story of the Swedish Consul at Vladivostok and his wife being kidnapped. The story is to the effect that some days ago the Swedish Consul and his wife were taking a stroll in the street after lunch, when ruffians suddenly appeared, blindfolded and gagged them, and carried them away. After ten days' absence the couple came home. It is said that during confinement at some unknown place, they were treated with much kindness. They were subjected to no threats, nor was any demand made upon them. After some uneasy days had passed the Consul and his wife were allowed to go home. They were taken out from the place on a motor car, blindfolded as on the previous occasion, and when the car reached a certain point they were set down. It is a very extraordinary story, comments the *Japan Chronicle*.

THE LATE MAC SWEENEY.

This poem by Mr. G. E. Russell ("A. E."), the famous Irish poet and Editor of the *Irish Homestead*, appeared in the *Times*—

"BRITTON PRISON."
"AUGUST 31, 1920."

"See, though the off be low, more purely still and higher
The flame burns in the body's
lamp! The watchers still
Gaze with unseeing eyes while the
Promethean will
The Uncreated Light, the Ever-
lasting Fire,
Sustains itself against the torturers'
desire."

Even as the fabled Titan chained upon the hill
Burn on, shine here, thou immortal
unity, until

We too have lit our lamps at the
divine pyre;
This we too can be noble, un-
shakable, undismayed;
Till we too can burn with the holy
flame, and know
There is that within us can triumph
over pain,
And go to death alone, slowly and
unafraid.

The candles of God are already
burning row on row
Farwell, Lightbringer, fly to thy
heaven again.

THE "SCRAP OF PAPER."

(Copy)

H. M. Consulate General,
SHANGHAI.
May 15th, 1916.

The Secretary,
Marine Engineers' Guild of China,
SHANGHAI.

Sir—I understand that the China Limited and the Indo-China Navigation Co. on the 12th instant in the following terms before them by your Guild in your letter

1. The Companies grant a permit from January 1st, 1916, equal in amount to masters and officers (i.e. an equal to a 10% increase on Masters' Engineers equal to a 5% increase all ranks shall receive a bonus of period of enhanced freights and

Meanwhile, before Decem satisfaction of the machinery (i.e. the Adjustment and Ar increase is insufficient engineers based on con claims of the Companies ent increase will be agreed will continue to be paid at w justly.

2. It is agreed that regard to seniority over the 3. It is agreed to grant after five years service, subject

4. It is agreed that a first granted in the case of Chief Engi passage in the case of other preferred, the equivalent in money 5. It is agreed that the reasonable time a pension scheme by the Adjustment Board, and if Board.

6. The Companies agree to "The Guild to write and receive matters dealt with may be Board of Adjustment composed concerned as a permanent rep each Company concerned, the British Shipping Vice-Consul (as record proceedings of Adjustment

In case the Adjustment Board matter to go before an Arbitration trator appointed by each side and a

It is understood that the finding only binding on both sides if unanimo Arbitration Board is binding on both Adjustment Board will refer to their be adjourned for this purpose, as of

Navigation Company, Limited, agreed to the demands placed of the 24th ultimo— ment increase of wages, as out rank for rank to that amount in Chief Engineer wages and an amount to other on officers' wages). In addition, 15% payable monthly during the current year (1916) certain.

ber 31, 1916, if it be shown to the now instituted under demand No. 6 bitration Board) that the permanent considering both the fair claims of the ditions elsewhere and the equally fair and their shareholders, a further perman- to. This will not affect the bonus which whatever rate enhanced rates may

Chief Engineers' pay be increased in me interval of the time as the Masters. nine months home leave on half pay to the exigencies of the service. class intermediate return passage be neers and a second class mail return Engineers, or, in either case if at "P. & O." ordinary rate.

Companies establish within a the terms of which will be fixed necessary, by the Arbitration

recognise the Guild as follows: letters direct from the Companies referred by either party to a of one member of each fleet esentative, one representative of Secretary of the Guild and the Chairman). A Stenographer to Board if required by either side. fails to adjust the question, the Board composed of one Arbitr third by these two."

of the Adjustment Board is us, the finding however of the parties. The members of the Principals, and its sittings will en as may be required.

I am, Sir,
Your obedient Servant,
(Sgd.) E. H. FRASER,
Consul General.

(Copy).

(Sgd.) Jardine Matheson & Co., Ltd.
General Managers,
Indo-China Steam Navigation Co., Ltd.

(Sgd.) Butterfield & Swire,
Agents,
China Navigation Co.,

(Sgd.) J. F. Reid,
Secretary,
Marine Engineers' Guild of China.

WEDDING.

WILLIAMS—GRIMBLE.

At St. John's Cathedral at noon to-day Miss Doris Blanche Grimble, daughter of Mr. and Mrs. George Grimble was married to Surgeon Lt.-Comdr. H. M. Fitzroy Williams, R.N. The service was conducted by the Rev. V. H. Copley Moyle, assisted by the Rev. Crole Moyle, R.N. The bride was charmingly attired in a dress of champagne and lace, with a brocade train, trimmed with orange blossoms. The bridesmaid was dressed in long coated satin suits with lace at the neck and wrists.

She was attended by Miss Chapple and Miss E. Chapple, Miss Crockett, Miss Cameron and Miss Theodora Cameron as bridesmaids, while Masters Kenneth and Eric Crockett and Colin Black were pages. Of the bridesmaids the first two wore embroidered net dresses with lace hats, the others being attired in cream lace and satin frocks, with small roses as trimming. The pages were dressed in long coated satin suits with lace at the neck and wrists.

The bride was given away by her father and Lieut. C. Hake, R.N.R., acted as best man.

The service was choral, Mr. Denman Fuller being at the organ. The hymn was "The voice that breathed o'er Eden."

Following the ceremony a reception was held at the Hongkong Hotel which was largely attended. Later Lieutenant-Commander and Mrs. Williams left for Fanning where the honeymoon is being spent. The bride's travelling dress was of cinnamon brown georgette and lace, with a lace hat to match. She also wore a skunk wrap.

DIPHTHERIA—HOW IT MAY BE AVOIDED.

DIPHTHERIA is usually contracted when the child has a cold. The cold prepares the child's system for the reception and development of the diphtheria germs. When there are cases of diphtheria in the neighbourhood children that have colds should be kept at home and off the street until recovered. Give them Chamberlain's Cough Remedy and they will not have to remain at home long. It also cleans out the culture beds, which form in a child's throat when it has a cold, and minimizes the risk of contracting infectious diseases. For sale by all Chemists and Storekeepers.

FAMINE RELIEF FUND.

A.D.C. PRODUCTIONS.

TOMORROW NIGHT'S PERFORMANCE.

The curtain will rise at 9.30 p.m., sharp to-morrow night on the "Golden Doom", the opening play of the evening, by which time it is hoped everyone will be seated.

The sequence of the rest of the programme is as follows:—Immediately after "The Golden Doom" (The Assyrian Door), and "Kismet Reminiscences" with the original music composed by Norman Peterkin for the A.D.C.'s 1916 production, in which Mrs. J. S. Jennings will appear as "Marinah" and Mr. Howard Freeborn as the "Caliph."

Following close thereon—"The Glistening Gate" (The Celestial Door).

Interval of 15 minutes—the only interval during the evening.

After the interval—"The Lost Silk Hat" (The Georgian Door), and "The Compromise of the King of the Golden Isles" (The Chinese Door).

Dunsany's new play—which has never been acted before, thus giving Hongkong the privilege of witnessing its "Premiere"—will conclude the programme.

A Chinese Orchestra consisting of a number of leading local amateur musicians will play before the rise of the curtain on "The Compromise of the King" and during the play.

The same programme will be repeated on the nights of the 30th inst. and November 3. As the theatre is booked after that it will be impossible to give further performances.

FATAL MOTOR ACCIDENT.

MAN KILLED IN PRAYA EAST.

MOTOR CAR DRIVER ARRESTED.

Knocked down by a motor car in Praya East yesterday, a Chinese, aged about 50, was so severely injured that he died in the Government Civil Hospital soon after admittance. The driver of the car has been arrested.

AN AID TO DIGESTION.

WHEN you have a "fullness" and "weight" in the stomach after eating you may know that you have eaten too much, and should take one of Chamberlain's Tablets to aid your digestion. For sale by all Chemists and Storekeepers.

THE BUDGET.

INCREASE OF NEARLY \$3,000,000.

A FEW OF LAST YEAR'S ITEMS.

The Budget which is to be introduced at to-morrow's meeting of the Legislative Council is nearly \$3,000,000 in excess of that put forward by the Governor at the meeting in September last year. The amount then asked for was \$11,173,226 while the present Budget sets out the requirements at something over \$14,000,000. At last year's meeting it was stated that the expenditure for 1919 was originally estimated at \$14,677,896 but was expected to amount to \$15,078,600 while the revenue would amount to \$17,056,410 or \$172,195 more than the original estimate. Revenue for 1920 was estimated at \$15,314,800, being \$1,569,415 less than the approved estimate for 1919. An increase was shown in the estimated expenditure for 1920 over 1919. For the former year the estimate was \$14,886,473, an increase of \$208,577.

Among the principal increases allowed for in last year's Budget were \$71,823 in the Police and Prisons Department but this was reduced by savings on other votes to an actual increase of \$12,566. Under Special Expenditure provision was made for the purchase of motor meat and poultry vans which "it was hoped would remove the present everyday obstructions to the tramway and provide a more sanitary method of conveying meat to the markets and would contribute to the revenue of the Colony from the fees it was proposed to charge." The increase in expenditure for Education was estimated at \$78,090 being mainly due to subsidies to vernacular education in Hongkong and the New Territories, to capitation grants and to a considerable strengthening of the Staff. The inclusion of new schools in the grant scheme involved an increase in grants of \$19,771. A sum of \$10,000 was inserted for subsidies to elementary vernacular schools in Hongkong and \$10,000 as a grant to the Confucian Society.

The net increase last year for votes for Public Works was \$83,600, the amount provided under this heading being close upon \$4,000,000. Under roads a sum of \$150,000 was set aside.

A new item in the Budget was \$25,000 in aid of local Chinese Charities.

To-morrow's meeting, when the reasons for this substantial increase of \$3,000,000 will be given, should prove interesting and enlightening, while the criticisms of the Unofficial Members at the following sitting will be eagerly awaited, especially by those who are wondering whether the Government will find it necessary to impose fresh taxation.

AMERICAN PRIESTS.

LEAVE FOR CANTON.

WILL STUDY CHINESE LANGUAGE.

Five of the six American Catholic missionaries who arrived in Hongkong on the "Nanking" en route from New York to the Kwantung Province left this morning for Canton on the steamer "Honam." The sixth, Father R. J. Cairns, is still in Hongkong at the French Procuration, where the party has been living since its arrival.

It is the intention of the six missionaries to take up the study of the Chinese language. In this work they will probably spend a year, during which time they will reside at the various stations in the Kwantung Province. They will then be assigned to the principal stations in the Province, Kichau, Loting, Sunyi, and Yungkuang.

According to the *San Francisco Chronicle*, the newcomers are well prepared to engage in a life work of arduous labour. All scholars of high degree, the six missionaries carry with them the abilities of a practical business man, a lawyer, an engineer, an athlete, a chemist, and the insight of an Army chaplain.

Father Cairns, graduate of Holy Cross and St. Mary's Seminary at Baltimore, was a successful business man previous to his entry into the priesthood, and during the last year was director of the Maryknoll Procure on Van Ness avenue.

Father F. W. Dietz, the superior of the party, was a professor of chemistry at the Catholic university at Washington, D. C. Father A. H. Hodgins was admitted to the bar in New York and practised for several years previous to his ordination at the St. Mary's Seminary at Baltimore, where he distinguished himself as a philosopher and gained a degree of Master of Arts *summa cum laude*.

He concluded his theological studies at the Maryknoll, where he was a professor for the last two years.

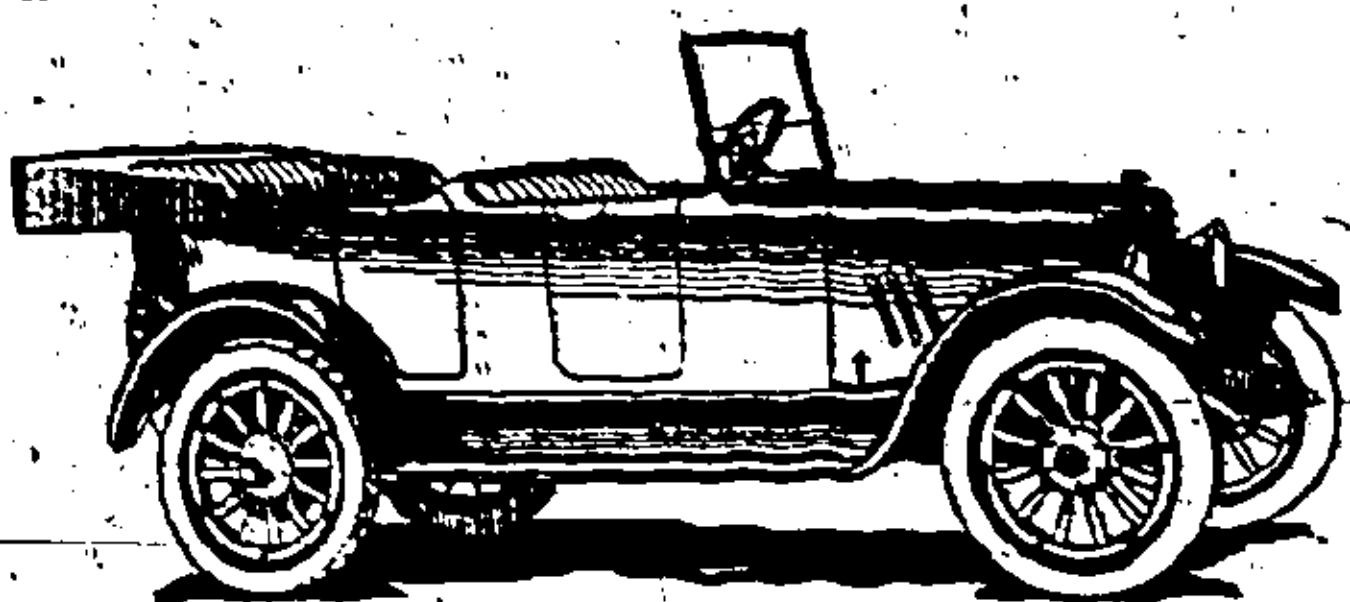
Father G. F. Wiseman, graduated from a Boston College with high honours and entered the Maryknoll. Father J. A. Donovan, graduate of St. Vincent's College, Beatty, P., is an athlete of note and of mechanical ability. Previous to his entry in the Maryknoll he was asked to take charge of large construction work in the Eastern States. Father W. T. McKenna, for ten years a priest in the Baltimore archdiocese, served as an Army chaplain during the war.

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TO-DAY'S CABLES.

(Reader's Service to the China Mail)

COAL SITUATION.

EMERGENCY POWERS BILL CHALLENGED.

NOT PANIC LEGISLATION.

LONDON, October 25.

In the House of Commons, Mr. Bonar Law, replying to Messrs. Adamson and Thomas, declined to defer the Emergency Powers Bill pending the result of the strike negotiations, the Government being of the opinion that the Bill was necessary. Subsequently, Mr. Bonar Law moved the second reading of the measure. He denied the assertion that the Bill was an attack on the trades unions. The Bill was only to be operated in the event of action being taken or immediately threatened calculated to deprive the community of the essentials of life when the measure would empower the Government to control all food in the country.

Mr. Bonar Law denied that the Bill was provocative. Although negotiations had been reopened they had not reached a stage when it was possible to say anything about them.

Mr. Adamson moved the rejection of the Bill which he described as panic legislation.

LABOUR MOTION DEFEATED.

LONDON, October 25.

The House of Commons defeated the Labour motion for the rejection of the Emergency Powers Bill by 257 votes to 55. The Bill passed the second reading.

NEGOTIATIONS STILL PROCEEDING.

LONDON, October 25.

The Miners' Executive, after considering the result of the leaders' conference with Mr. Lloyd George to-night, adjourned until the morning. The Secretary, Mr. Hodges, stated that up to the present nothing had happened to cause a discontinuance of conversations with the Government.

HOPEFUL.

LONDON, October 25.

Coal strike negotiations are proceeding hopefully. After an hour's conference between the Premier, Sir Robert Horne, Mr. Bonar Law, Mr. Bridgeman, Secretary of Mines, Mr. Duncan, Coal Controller, and the representatives of the coal owners this morning, the miners' representatives conferred with the Premier at Downing Street for nearly two hours, after which the delegates proceeded to consult the Miners' Executive. Mr. Brace stated that the miners' representatives will meet the Premier again at 8 o'clock this evening.

NOTEWORTHY.

The only official statement made up to the present was the statement of the Premier in the House of Commons this afternoon that he hoped negotiations would avoid the necessity of establishing a tribunal to inquire into the best means of increasing coal production, but it is unofficially stated that the coal owners have assured the Government that they are ready to co-operate fully in increasing output, whilst the miners are prepared to do their best to reduce absenteeism and stipulate that if output is materially increased their wages will rise beyond the 2s. claimed. It is understood that it is proposed subject to these conditions, that the 2s. increase should be granted immediately.

It is noteworthy that the Miners' Executive has been empowered to call off the strike if the Government submits acceptable suggestions.

KING OF GREECE DEAD.

FATAL BITE FROM PET MONKEY.

ELECTION OF REGENT.

LONDON, October 25.

The King of Greece is dead. [King Alexander of Greece was bitten by a pet monkey, and thought nothing about it, but intestinal complications and jaundice have set in. The last cable from Athens stated the King had entered a very acute phase of cerebral crisis and his condition was most critical.]

Parliament which was dissolved will be convoked as speedily as possible for the election of a regent. Admiral Coundourioti's election is a foregone conclusion. Elections for the National Assembly will possibly be postponed for a week.

HOME RAISING ABANDONED.

LONDON, October 25.

All racing this week, including the Cambridgeshire, has been abandoned.

WRECK ALLEGATIONS.

CAPTAIN'S EVIDENCE.

"SHIPS BETTER LOST."

When the Board of Trade inquiry was resumed at Cardiff into the wreck of the wooden steamer "Glendalough," stated to be valued at £19,000 and to have had total insurance on her of £61,800, evidence was given by Capt. Hall, master of the steamer "Dorothy Talbot," which was formerly owned by the Talbot Steamship Coy. The "Glendalough," which belonged to Mr. W. J. Jones, of Swansea, stranded on the N. E. Irish coast.

Capt. Hall said that on January 22 in a hotel bedroom at White, York, in an interview at which Mr. Rees, secretary of Talbot Company, and Capt. Plummer, master of the

"Glendalough," were present, Mr. Rees said the "Dorothy Talbot" had been insured for £41,000 and that having had so much trouble with her she would be better lost. Something was said about another vessel which would be lost by jamming her steering gear, and putting her on a rock.

He (Capt. Hall) afterwards told Capt. Plummer he would have nothing to do with sinking ships.

In a letter to Capt. Hall while the "Dorothy Talbot" was at Hall with engine trouble, Mr. W. J. Jones, it was stated, wrote: "You must make one note on your log book of wind-lies and engine defects to the effect that same were caused by storm in order that we may claim for compensation from insurance people."

In another letter Mr. Jones wrote: "You must never put into port either for defects or for bad weather. Burnt your boilers before doing this." The inquiry was adjourned.

NOT FAIR!

REGAR'S COMPLAINT.

FUTILE REFUSAL TO GO TO JAIL.

A beggar was this morning charged before Magistrate Orme with unlawfully assaulting Lance-Sergeant Andrews in Canton Road, Tsimshatsui, yesterday.

The defendant, who assumed a defiant air in the dock, standing with his hands on his hips, and refusing to remove them when told to do so by the interpreter, said in a loud voice in reply to the charge, that as the Sergeant struck him first he struck back. Inspector Spear, who prosecuted, said that the defendant was a professional beggar. In Canton Road yesterday the defendant refused to allow Lance-Sergeant Andrews to examine a parcel he was carrying. When the Sergeant insisted, the defendant struck him. The Sergeant had much difficulty in removing the defendant to the station.

Lance-Sergeant Andrews said that as soon as he spoke to the defendant, the latter "flew at him," and "got him by the throat." The defendant struggled violently, and witness had to strike him in order to get him to her go. The defendant refused to go to the station, and it was not until Sergeant Stinson came to his aid that witness was able to take the defendant into custody. Witness was in uniform at the time.

The defendant: He struck me on the head first. He had no right to "jump on me" as he did, in the middle of the street. If he had anything against me, he should have taken me to the station.

The Magistrate: He wanted to examine the contents of your parcel, and you should have allowed him to do so.

The defendant: He might steal some of the contents of the parcel, and I would have had no witnesses to proceed against him.

The Magistrate: You must take that risk.

The defendant: I don't want to.

The Magistrate: The Sergeant was in uniform. Surely, you recognise the police uniform?

The defendant: I thought he was a bogus constable, who wanted to rob me.

Replying to the Magistrate, Sergeant Andrews said that he had not seen the defendant before. The defendant had a tin in his hand, but witness did not actually see him begging for alms.

Inspector Spear told the Magistrate that the defendant was known to him as a professional beggar. He was detained by the police in February last for the possession of a plate, and was assisted back to his native village. He admitted at the station yesterday that he had come back about two months ago.

The Magistrate: He is an undesirable character?—Yes.

What will the police do with him?—It is intended to send him away again after your Worship has dealt with him.

The Magistrate: Twenty-one days' hard labour.

The defendant: I refuse to go to jail. It is not fair.

He was about to say more but Sergeant Stinson grabbed him by the wrist and dragged him out of Court.

ALLEGED PICKPOCKET.

CHARGE DISMISSED.

WATCHMAN'S STORY DISBELIEVED.

Alleged to have been arrested in the act of attempting to pick a pocket in Manwah lane yesterday morning, a supposed suspicious Chinese character was this morning charged before Magistrate Smith with having been in the lane with intent to commit felony.

The defendant alleged that the watchman who had him arrested had fabricated the charge in order to satisfy a grudge because defendant had refused to give him \$2 as "tea money." The watchman had already had him charged before Magistrate Orme with offering a bribe, but the charge had been dismissed.

The Magistrate discharged the defendant and told him to apply to the station for his \$2 which was being kept there.

MOON ECLIPSE.

VISIBLE IN HONGKONG.

The Director of the Royal Observatory sends the following interesting information regarding the total eclipse of the moon which will be visible in Hongkong to-night. At 7:24 this evening the moon enters the penumbra, passing into the umbra at 8:28 p.m. At 9:29 the total eclipse will begin, the middle of the eclipse being reached at 10:11 and the end at 10:54. The moon will leave the umbra at 11:57 and the penumbra at 9:53 a.m. to-morrow.

LATEST SHIPPING NEWS.

ARRIVALS.

The s.s. "Hydrangea," Captain Drummond, 561 tons, arrived this morning at 6:45 a.m., from Swatow with 420 tons of general cargo.

The s.s. "Toba Maru," Captain Furukawa, 4,283 tons, arrived this morning at 7:15 a.m., from Singapore with 254 tons of tin plates, general cargo etc.

The s.s. "West Henshaw," Captain Evans, 3,523 tons, arrived this morning at 8:10 a.m., from Manila with 40 tons of general cargo.

DEPARTURES.

The s.s. "Takada," Capt. Hay, sailed for Shanghai at 11 a.m., to-day with 150 tons of general cargo.

The s.s. "Havanna Maru," Capt. Inat, sailed for Yokohama via Shanghai at noon to-day with 570 tons of general cargo.

The s.s. "Hunan," Capt. Byers, sailed for Shanghai at 2 p.m. to-day with 380 tons of general cargo.

The s.s. "Kwangtuh," Capt. Stewart, sailed for Shanghai at 4:30 p.m. to-day with 1,300 tons of general cargo.

CLEARANCES.

The s.s. "Bombay Maru," Japan cleared to-day and will sail for Kobe via Shanghai at 7 a.m. to-morrow.

The s.s. "Loksang," British, cleared to-day and will sail for Haiphong via Hobei at 10 a.m. to-morrow.

The s.s. "Buju Maru," Japan, cleared to-day and will sail for Keelung at noon to-morrow.

TO-DAY'S ADVERTISEMENTS.

CRICKET.

THE HONGKONG CRICKET CLUB
"A" Team is open for fixtures. Will any clubs still having free dates kindly communicate immediately with The Cricket Secretary, c/o The Hongkong Cricket Club.

C. BLAKE,
Team Secretary.

Hongkong, October 27, 1920.

CRICKET WEEK.

THE attention of Members of the Kowloon and Hongkong Cricket Clubs is particularly drawn to the Notice now appearing on their Club Notice Boards and on that of the Hongkong Club.

H. E. STEVENS,
L. S. GREENHILL, Hon. Secretaries.

Hongkong, October 27, 1920.

LADIES' GOLF.

DRAW FOR THE RAILWAY CUP.

By Miss Edkins, Mrs. Hale v. Mrs. Griffin, Mrs. Mailland v. Mrs. Lafrantz, Mrs. Morrison v. Mrs. Harton, Mrs. M. Elderly v. Mrs. Fleming, Mrs. Winkler v. Mrs. Smith, Mrs. Byers v. Mrs. Jackson, and Miss Love.

1st round to be played between November 1st and 12th.

Hongkong, October 27, 1920.

HONGKONG BOXING ASSOCIATION.

NOTICE IS HEREBY GIVEN that the First Annual General Meeting of the Hongkong Boxing Association will be held at the King Edward Hotel, on THURSDAY, the 4th day of November, 1920, at 5:30 p.m. for the following purposes:—

1. To receive the General Committee's Report and Statement of Accounts for the year ending the 30th day of September, 1920.
2. To elect a Chairman, Vice-Chairman, Official Referee, Manager, Secretary and Treasurer and the General Committee for the year 1920-1921.
3. To appoint an auditor.

By Order of the General Committee.
GEORGE G. N. TINSON,
Hon. Secretary and Treasurer.
23rd October, 1920.

NEW FRENCH GOVERNMENT LOAN 6%

Not Redeemable.

PRICE OF ISSUE 100 FRANCS.

Interest payable twice a year on 15th June and 15th December. First semi-annual interest to be paid on 15th June, 1921.

Applications will be received by the BANQUE DE L'INDO-CHINE from the 20th inst. up to the 25th of November next.

BANQUE DE L'INDO-CHINE.

L. HERINGDAQUE.

Manager.

Hongkong, October 14th, 1920.

TO-DAY'S ADVERTISEMENTS.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction, (for account of the concerned), on

TUESDAY,

November 2, 1920, commencing at 2:30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Lee House Street.

WHITE GOODS, &c., &c.,

Comprising:—

Pillow Cases, Quilts, Turkish Towels, Bath Towels, Bath Sheets, Double Bed Sheets, Drawnwork, Bedspreads, Table Covers, Crochet and Drawnwork Quilts, Table Cloths, Linen, Damask Serviettes.

Also

A few lots of Kit Bags, Suit Cases, and Attache Cases, etc.

Terms:—Cash.

HUGHES & ROUGH,

Auctioneers.

Hongkong, October 27, 1920.

(FOR ACCOUNT OF THE CONCERNED),

TUESDAY,

November 2, 1920, commencing at 2:30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Lee House Street.

TRUNKS AND BLACKWOOD FURNITURE, BRASS AND TRUNKWOOD TRUNKS, BEDSTEADS AND BRASS-MOUNTED BEDSTEADS, CARPETS, &c., &c., &c.,

comprising:—

Chamberlain Sofa, Arm-chairs (4 v.), Folding Chair and Occasional Table, One Upholstered, Suite, Bedroom Furniture, comprising:—Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables, and Chairs, Washstands, &c., (fumed Teakwood), Sideboards, Dinner Wagon, Extension Dining Table and Chairs, &c., Dinner Services, Crockery, and Glass Ware, Cooking Stoves, Outlets, &c., Bath Room Utensils, Electro-Plated Ware, Electric Reading Lamps, Teakwood Screens, Sundry Blackwood Furniture, Side Tables, Chairs, Cabinets, Pictures, &c.

Also

One American Ice Chest, 1 Piano in good condition, several lots Tennis Balls, One Voiglander quarter plate focal plane Camera with Dynar Lense P. C. Anastigmat, with 4 Slides in Leather Case complete.

(Full Particulars from Catalogue).

Terms:—Cash.

HUGHES & ROUGH,

Auctioneers.

Hongkong, October 27, 1920.

PACIFIC MAIL STEAMSHIP CO.

NOTICE TO CONSIGNEES.

S. S. "VENEZUELA."

From SAN FRANCISCO via HONOLULU, JAPAN PORTS, SHANGHAI, AND MANILA.

THE above-mentioned vessel having arrived from the above-mentioned Ports, Consignees of Cargo are hereby informed that their cargo will be landed at their risk into the Pacific Mail Steamship Company's godowns at West Point, and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before bills of lading can be counter-signed.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on November 2, at 10 a.m.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized.

No claim will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after November 2, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for counter-signature immediately.

PACIFIC MAIL S.S. Co.,
Hotel Manilla.

Hongkong, October 27, 1920.

NOTICES.

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A SPECIAL SELECTION OF

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THE TWO FAVOURITE LONDON GINS.

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HONGKONG-CANTON LINE.

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

SAILINGS:
To Macao—daily at 8 a.m. and 5 p.m. (Sundays at 9 a.m.).
From Macao—daily at 8.30 a.m. and 2 p.m. (Mondays at 7 a.m.)
and 2 p.m. Sundays at 5 p.m. only.

Further information may be obtained at the Company's Office, Hotel Mandarins, or from Messrs. Tuck, Cook & Son, Booking Agents, Hongkong.

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S.S. "MUNCASTER CASTLE" Sailing on 16th November, 1920.

LLOYD TRIESTINO

FOR SHANGHAI

S.S. "PERSIA"

About 5th November.

FOR BRINDISI, VENICE, TRIESTE, ETC.,
TAKING CARGO ON THROUGH BILLS OF LADING
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Via SINGAPORE, PENANG, and COLOMBO.

S.S. "AFRICA"

Sailing on the 5th November.

S.S. "PERSIA"

About 8th November.

Passenger luggage can be insured at the office of the Agents.

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FOR JAPAN.

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OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

ANDES MARU—Monday, 8th November.

BUENOS AIRES—Rio de Janeiro, Santos, Montevideo, Durban and Cape Town via Singapore.

TACOMA MARU (Taking Passengers)—Thursday, 8th December.

BOMBAY & COLOMBO—Regular fortnightly service via S. Pore.

KASADO MARU (Taking Passengers)—Saturday, 20th October.

SIAM MARU—Thursday, 18th November.

TACOMA MARU (Taking Passengers)—Thursday, 8th December.

SAIGON, BANGKOK & SINGAPORE—Regular monthly service.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Manila and Shanghai—Regular fortnightly service touching at immediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

HAWAII MARU—Wednesday, 10th November.

NEW YORK—Friday, 26th November.

NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.

HAUO MARU—Saturday, 13th November.

NEW ORLEANS LINE.

SOMATRA MARU—Beginning December.

JAPAN PORTS—Omit Yokohama—Call Shanghai.

HAYAMA MARU—Wednesday, 27th October.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

KAIJO MARU—Monday, 1st November.

TAKAO via SWATOW and AMOY.

SOMATRA MARU—Saturday, 20th October.

For sailing times and other particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 74 and 75.

No. 1, Queen's Building.

CHINA-AUSTRALIA MAIL S. S. LINE.

For AUSTRALIAN PORTS via MANILA & SANDAKAN.

"HWAH PING" Sailing Nov. 14th.

"VICTOR" Sailing Dec. 5th.

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S. S. CO., LTD.

Agents.

Telephone No. 2271.

112, Cross Street, Central.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR SWATOW AND SINGAPORE
SHANGHAI
WEIHAIWEI, CHEFOO, & TIENTSIN
SHANGHAI AND TIENTSIN
AMOI, SHANGHAI AND TIENTSIN
WEIHAIWEI, CHEFOO & TIENTSIN
SHANGHAI
SHANGHAI LINE—PASSENGERS, MAIL and CARGO. Excellent Saloon accommodation, electric light and fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FANGKOR LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

AGENTS.

Telephone No. 35.



Operating the following U.S. Shipping Board Steamers.

FOR SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Yokohama)

"ELDRIDGE" About Oct. 31st.

"CITY OF SPOKANE" Due About Nov. 25th.

FOR PORTLAND.

(Calling at Kobe and Yokohama)

ABERCOSS About Oct. 31st.

FOR NEW YORK.

"ELDEN" About Nov. 5th.

"CITY OF JOLIET" About Nov. 15th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE.

Telephones 2477 & 2478.

Fifth Floor, Hotel Mandarins.

SERVICE TO UNITED STATES
NEW YORK and/or BOSTON.
Via Panama

S.S. "CITY OF JOLIET" About 15th Nov.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.
THE ADMIRAL LINE.

TELEPHONES

AGENTS.

5TH FLOOR

2477 & 2478.

HOTEL MANDARINS.

THE BARBER STEAMSHIP LINES, INC.
THE ADMIRAL LINE.

Freight Service to Europe.

SERVICE to LONDON, ANTWERP
& ROTTERDAM.

S.S. "WEST HARGRAVE" about 7th Nov. 1920.

For freight, space and particulars apply to—

THE ADMIRAL LINE.

TELEPHONES

AGENTS.

5TH FLOOR

2477 & 2478.

HOTEL MANDARINS.

LOS ANGELES PACIFIC NAVIGATION COMPANY.

"TRANS-PACIFIC FREIGHT SERVICE."

Operating the following U.S. Shipping Board steamers.

HONGKONG TO LOS ANGELES, CALIFORNIA, U.S.A.

LOS ANGELES

S.S. "VIRITA" Nov. 4

S.S. "VIRITA" Nov. 7

S.S. "WEST HIRA" Nov. 30

S.S. "WEST HIRA" Dec. 2

Through Bills of Lading to all U.S. and Canadian Overland Points.

Shipside connection with the Pacific, Santa Fe and Southern Pacific Railroads.

HEAD OFFICE—LOS ANGELES, CALIF.

BRANCH OFFICES—Kobe, Shanghai, Manila, Singapore.

HONGKONG OFFICE—Princess's Building, Charter Road.

CHAS. E. RICHARDSON,

General Agent for South China.

Telephone No. 1008.

SHIPPING

C. P. O. S.

SAILINGS

HONGKONG to VANCOUVER

(via Shanghai, Nagasaki ("Moji") Kobe & Yokohama)

STAMEN

HONGKONG VANCOUVER

Empress of Japan Nov. 9 Nov. 30

Empress of Asia Dec. 18 Jan. 8

Empress of Russia Dec. 18 Jan. 8

Monteagle Dec. 31 Jan. 24

Empress of Japan Jan. 13 Jan. 31

Empress of Asia Jan. 19 Feb. 9

Empress of Russia Feb. 10 Feb. 28

Empress of Japan Mar. 15 Apr. 3

Empress of Asia Mar. 21 Apr. 12

Monteagle Apr. 7 May 1

Empress of Russia Apr. 28 May 16

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to departure from the Orient. Traffic conditions on the Atlantic are as congested as on the Pacific. Atlantic reservations can be arranged by cable or letter for all passengers to Europe, whether or not crossing the Pacific via C.P.O.S. steamers. Freight and passage to Europe via Liverpool, London and Glasgow. Passage orders issued here, will cover all such reservations.

For Rates and other information please apply to HONGKONG OFFICE. Telephone 725. Cable address: GACANPAC. CANADIAN PACIFIC OCEAN SERVICES

CHINA MAIL S. S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" "NILE" "CHINA"

(15,000 tons) (11,000 tons) (10,300 tons)

SAILINGS FROM HONGKONG FOR:

SAN FRANCISCO

via SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

October 31st 1920. November 6th 1920. December 4th 1920.

at Noon.

AN UNDISPUTED HIGH CLASS PASSENGER SERVICE.

C. T. SURREIDGE, Acting Freight, Tel. Passenger Dept. 1984.

and Passenger Agent.

Princess's Building, 100, Moore Street. Tel. Freight Dept. & Agent. 2161.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REMARKS: SERVICE OF Fast, High Class Coast Steamers having good Accommodation for First Class Passengers, Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

(Calling at Amoy for Passengers only.)

AND RETURN.

(Occupying 9 to 10 Days)

DEPARTURE CAPTAIN LEAVING.

HAIKONG Capt. J. R. Thomson FRIDAY, 29th Oct. at Noon.

HAIKONG Capt. A. H. Stewart TUESDAY, 2nd Nov. at Noon.

HAIKONG Capt. W. G. Passmore FRIDAY, 5th Nov. at Noon.

Arrivals and Departures from the Company's Wharf (near Elsie's Bar).

For FREIGHT and PASSAGE apply to—

General Managers.

DOUGLAS LAFRAIK & Co.

AMERICAN & ORIENTAL LINE.

NEW YORK VIA SUEZ.

"Montrose" 15th November.

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.

MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE

REQUESTED TO APPROACH THE UNDERSIGNED.

For

LONDON "CITY OF NAPLES" On 15th Nov.

Subject to change without notice.

THE BANK LINE, LTD.

Or to REES & Co., Canton.

General Agents.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LD. & CHINA MUTUAL S.S. CO., LD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG.

"TIDE" via Hong Kong 1st Nov.

"TIDE" via Hong Kong 8th Nov.

"TIDE" via Hong Kong 15th Nov.

"TIDE" via Hong Kong 22nd Nov.

"TIDE" via Hong Kong 29th Nov.

"TIDE" via Hong Kong 6th Dec.

"TIDE" via Hong Kong 13th Dec.

"TIDE" via Hong Kong 20th Dec.

"TIDE" via Hong Kong 27th Dec.

"TIDE" via Hong Kong 3rd Jan.

"TIDE" via Hong Kong 10th Jan.

"TIDE" via Hong Kong 17th Jan.

"TIDE" via Hong Kong 24th Jan.

"TIDE" via Hong Kong 31st Jan.

"TIDE" via Hong Kong 7th Feb.

"TIDE" via Hong Kong 14th Feb.

"TIDE" via Hong Kong 21st Feb.

"TIDE" via Hong Kong 28th Feb.

NOTICE TO SHIPPERS AND PASSENGERS.

VESSELS DUE

FROM SHANGHAI.

Oct. 30—R. F. Tellico.

Nov. 14—P. & O. Dilwara.

14—R. F. Antiochus.

15—R. F. Atrax.

21—R. F. Euphor.

22—R. F. Tyndra.

27—R. F. Pelos.

28—R. F. Tellico.

Dec. 8—R. F. Atrax.

10—P. & O. Dilwara.

18—R. F. Atrax.

19—R. F. Demodocus.

19—R. F. Rome.

20—R. F. Atrax.

30—R. F. Atrax.

Jan. 5—R. F. Rhodus.

5—R. F. Lacedaemon.

FROM JAPAN.

Oct. 28—E. & A. Eastern.

28—N. Y. K. Tada Maru.

28—R. I. A. Tada.

29—P. & O. Atrax.

30—R. F. Japan.

31—R. F. Idomenos.

Nov. 6—N. Y. K. Toyama Maru.

12—P. & O. Novara.

14—R. I. A. Tada.

20—R. I. A. Japan.

23—P. & O. Nellore.

29—E. & A. Kanowna.

Dec. 1—E. & A. Kanowna.

5—R. I. A. Tada.

7—R. F. Tada.

9—P. & O. Somali.

13—R. F. Memnon.

14—R. I. A. Dilwara.

16—P. & O. Dilwara.

SHIPPING

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER SERVICES
STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA,
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED
SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"NOVARA"	6,800	13th Nov.	Marseilles London & A.werp.
"DILWARA"	5,400	15th Nov.	Singapore, Colombo & Bombay.
"NELORE"	6,833	22nd Nov.	Marseilles London & A.werp.
"SOMALI"	6,713	10th Dec.	Do.
"DEVANHA"	8,100	17th Dec.	Do.
"SCILIA"	6,702	31st Dec.	Do.
"PLASSY"	7,348	21st Jan.	Do.

BRITISH INDIA-APCAR SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"TAKADA"	7,000	16th Nov.	Straits, Rangoon and Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"EASTERN"	4,000	29th Oct.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney, and Melbourne.
"KANOWA"	7,000	3rd Nov.	Do.
"ST. ALBANS"	4,500	22nd Dec.	Do.

SAILINGS TO SHANGHAI & JAPAN

S. S.	Tons	From Hongkong (about)	Destination
"JAPAN"	6,000	1st Nov.	Shanghai and Japan.
"DILWARA"	5,400	4th Nov.	Shanghai only.
"SOMALI"	6,700	11th Nov.	Shanghai and Japan.
"KANOWA"	7,000	15th Nov.	Japan direct.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Tickets interchangeable.
1st Saloon Passengers may travel by B.S.N. Company's steamers between
Singapore & Calcutta or Singapore and Madras in lieu of the section of
their P. & O. tickets Singapore to Colombo.
All Cabs are fitted with Electric Fans free of charge.
Steamers and sailing dates are liable to be cancelled or altered without notice.
Parcels (not exceeding more than 2 1/2 ft. x 2 ft. x 1 ft.) will be received at the
Company's office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES
Consignees are reminded of the necessity to apply to the Company's Agents
regarding arrival of consignments expected of which they have received documents
or advice.
Any damaged packages must be left in the Godowns for examination by the
Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m.
on MONDAYS and THURSDAYS. All claims must be presented within ten days
of the arrival here, after which date they cannot be recognized. No
claims will be admitted after the goods have left the Godowns.
For further information, Passage Fares, Freight, and Insurance, apply to
MACKINNON, MACKENZIE & CO.,
12, Des Voeux Road Central, HONGKONG. Agents.

N. Y. K. NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.
Cargo to Overland Points U. S. in connection with Great Northern, Northern
Pacific, and Chicago, Milwaukee & St. Paul Railways.

TOYAMA MARU ... Monday, 15th Nov., at 11 a.m.
TOYOHASHI MARU ... Friday, 20th Nov., at 11 a.m.
FUSHIMI MARU (omit Manila) ... Tuesday, 14th Dec., at 11 a.m.
KATORI MARU ... Tuesday, 22nd Dec., at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang,
Colombo, Suez, Port Said & Marseilles.

SADO MARU ... Friday, 29th Oct., at 11 a.m.
KITANO MARU ... Friday, 12th Nov., at 11 a.m.
INABA MARU ... Friday, 26th Nov., at 11 a.m.

HAMBURG, LONDON & ROTTERDAM via Suez,
Dakar Maru Sailing from Singapore ... Friday, 19th November.
LIMA MARU Sailing from Singapore ... Monday, 13th December.

LIVERPOOL & Marseilles via Suez.
KAMAKURA MARU ... Sailing from Singapore ... End of November.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

AKI MARU ... Wednesday, 17th Nov., at 11 a.m.
TANGO MARU ... Wednesday, 22nd Dec., at 11 a.m.

NEW YORK via Suez.
TSUYAMA MARU ... Saturday, 13th November.

SOUTH AMERICAN PORTS via Cape.
HAKODATE MARU ... Sailing from Singapore Beginning of December.

BOMBAY & COLOMBO via Singapore.

JINSHU MARU ... Thursday 23rd October.

CALCUTTA & RANGOON via Singapore & Penang.
SHIMIZU MARU ... Thursday, 4th November.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.
TANIGUCHI MARU ... Saturday, 20th Nov., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA
BOMBAY MARU ... Wednesday, 27th October.
KAMO MARU ... Thursday, 28th October.
KAMO MARU ... Sunday, 20th October, at 11 a.m.
TAJIMA MARU ... Sunday, 7th November.

For further information apply to—
NIPPON YUSEN KAISHA
S. YASUDA, Manager.

Telephone Nos. 292 & 293.

SHIPPING.

CANADIAN PACIFIC OCEAN SERVICES, LIMITED.

FOR VICTORIA AND VANCOUVER, B.C.
VIA
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.

S. S. "MATTAWA"

Will be despatched from Hongkong on or about
the 28th October.

Through Bills of Lading issued to
Canadian and U. S. Overland points.

For space & further particulars, apply to—

P. A. COX,
Acting General Agent
C. P. O. S. Ltd.

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO.
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

STEAMERS	TONS	LEAVE HONGKONG
TENYO MARU	25,000	Oct. 28th
SHINYO MARU	22,000	Nov. 2nd
PERSIA MARU	8,000	Dec. 2nd
KUREA MARU	8,000	Dec. 17th
SIBERIA MARU	20,000	Dec. 31st

Limiting call at Shanghai. *Calling at Keelung.

SOUTH AMERICAN LINE.
HONGKONG TO VALPARAISO.
VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO,
SALINA CRUZ, BALBOA, CALL, VOLLEND, ARICA & IQUIQUE.

STEAMERS	TONS	LEAVE HONGKONG
SEIYO MARU	14,000	Nov. 9th
T. KUYO MARU	8,500	Dec. 8th
KITO MARU	17,500	Jan. 10th 1921

*Cargo only.
For full information regarding passage, freight & sailings,
apply to—

King's Building.
Agents at Canton:
Messrs. T. E. GRIFFITH, LTD.

THE KWONG HIP LUNG CO., LTD.

**ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS.** All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two Slipways and can accommodate any craft
up to 200 feet long.

Town Office: 64, CORCORAN ROAD CENTRAL, HONGKONG. Telephone No. 459.
Shipyard: SHAN-SUI-PO, KOWLOON, HONGKONG. Telephone No. 2.
Estimates furnished on application.
Hongkong, April 1, 1912.

NOTICES TO CONSIGNEES

PACIFIC MAIL STEAMSHIP CO.

NOTICE TO CONSIGNEES.

S. S. "DOYLESTOWN."

From SHANGHAI via SWATOW.

The above mentioned vessel having
arrived from the above mentioned
ports, Consignees of cargo are hereby
informed that they must take
immediate delivery of same from
alongside, and all cargo impeding
discharge will be landed at their
risk and expense into the Pacific
Mail Steamship Company's godowns
at West Point, and stored at Con-
signees' risk.

Consignees are also hereby informed
that the above mentioned steamer has
brought forward cargo for the S. S.
"EASTERN EXPORTER," Voyage
104.

Consignees of cargo are hereby
notified that they must produce an
Import Permit signed by the Super-
intendent of Imports and Exports,
Hongkong, before Bills of Lading
can be countersigned.

All broken, chafed and damaged
goods are to be left in the godowns,
where they will be examined on
November 1st, at 10 a.m.

All claims must be presented with-
in a week of the steamer's arrival
here, after which they cannot be
recognized. No claim will be ad-
mitted after the goods have left the
godowns, and all goods remaining
undelivered after November 2nd will
be subject to rent.

No Fire Insurance whatever will
be effected.

Consignees are requested to send
in their Bills of Lading for counter-
signature immediately.

PACIFIC MAIL STEAMSHIP CO.,
As Operators, U.S. Shipping Board.

Hongkong, October 26, 1920.

NOTICES TO CONSIGNEES

STRUTHERS AND DIXON, INC.

NOTICE TO CONSIGNEES.

S. S. "COLORADO SPRINGS,"

From SAN FRANCISCO.

The Steamer
"COLORADO SPRINGS,"
having arrived from San Francisco via
ports, on October 24th, 1920, consignees
are hereby notified that their cargo is
being landed at their risk into the
Godowns of the Hongkong and Kowloon
Wharf & Godown Co., Ltd., Kowloon,
and stored at Consignees' risk.

Consignees of cargo must produce
an Import Permit signed by the
Superintendent of Imports and Exports,
Hongkong, before Bills of Lading will
be countersigned.

All broken, chafed and damaged
cargo is to be left in the Godowns
where it will be examined at 10 a.m. on
October 29th, 1920, by the Company's
Surveyors, Messrs. Carmichael & Clarke.

All claims must be presented within
ten days of the steamer's arrival here,
after which they cannot be recognized.

No claims will be recognized after the
goods have left the Godowns and cargo
undelivered on and after October 31st,
1920, will be subject to rent.

Consignees are requested to send in
their Bills of Lading for counter-signa-
ture immediately.

STRUTHERS & DIXON, INC.,
Agents,
1st floor, Powell's Building,
12, Des Voeux Road, Central,
Hongkong, October 25, 1920.

A. KWAI & CO.
12 & 13 Cornhill Road Central, HONGKONG.

"NAVY CONTRACTORS"
Ship Chandlery, Civil Machinery,
Boat Makers, General Storekeepers,
AND
Boys and Girls Manufacturers.

Phone Nos. 1212, 1213, 1214, 1215, 1216, 1217, 1218, 1219, 1220, 1221, 1222, 1223, 1224, 1225, 1226, 1227, 1228, 1229, 1230, 1231, 1232, 1233, 1234, 1235, 1236, 1237, 1238, 1239, 1240, 1241, 1242, 1243, 1244, 1245, 1246, 1247, 1248, 1249, 1250, 1251, 1252, 1253, 1254, 1255, 1256, 1257, 1258, 1259, 1260, 1261, 1262, 1263, 1264, 1265, 1266, 1267, 1268, 1269, 1270, 1271, 1272, 1273, 1274, 1275, 1276, 1277, 1278, 1279, 1280, 1281, 1282, 1283, 1284, 1285, 1286, 1287, 1288, 1289, 1290, 1291, 1292, 1293, 1294, 1295, 1296, 1297, 1298, 1299, 1300, 1301, 1302, 1303, 1304, 1305, 1306, 1307, 1308, 1309, 1310, 1311, 1312, 1313, 1314, 1315, 1316, 1317, 1318, 1319, 1320, 1321, 1322, 1323, 1324, 1325, 1326, 1327, 1328, 1329, 1330, 1331, 1332, 1333, 1334, 1335, 1336, 1337, 1338, 1339, 1340, 1341, 1342, 1343, 1344, 1345, 1346, 1347, 1348, 1349, 1350, 1351, 1352, 1353, 1354, 1355, 1356, 1357, 1358, 1359, 1360, 1361, 1362, 1363, 1364, 1365, 1366, 1367, 1368, 1369, 1370, 1371, 1372, 1373, 1374, 1375, 1376, 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THE LOGIC OF THE HUNGER STRIKE.

[By Bernard Shaw.]

Whenever an irresistible Government passes a sentence of punishment, however trivial, on an individual, it also passes a sentence of death on him in the event of his determining to die rather than submit to the punishment.

If this consideration did not exist, Governments could impose their wills on their subjects by simple reckless persecution up to the point at which they would provoke a spontaneous general revolution of an overwhelming majority of their subjects; and they could persecute a physically powerless minority without limit.

The Hunger Strike is the practical form of the determination to die rather than submit to a decreed punishment. A prudent Government will therefore be very careful how it decrees any punishment, because in the event of its victim hunger striking, it will be forced either to reduce itself and the law generally to absurdity by an unconditional surrender, or else go through with it and become responsible to the public conscience for the victim's death.

If the victim is a criminal who has incurred the punishment by some act which has excited general abhorrence or even strong reprobation, the Government may safely go through with it. But this case does not arise in practice. Scoundrels do not hunger strike, nor do ruffians, though when this happens the general verdict is "a good riddance"; and it would also follow a hunger strike to the death by an ordinary criminal. Ordinary criminals know this very well, and therefore, having to choose between a period of imprisonment and certain and unpitied death, accept the lesser of the two evils. That is why the repeated surrenders of Governments to hunger strikers have conferred no impunity on ordinary crime, and why thieves, homicides, forgers, incendiaries, and even bigamists go on serving their sentences hopelessly when they have seen the prisoner in the next cell released at the cost of a fortnight's fast.

With the hunger striker, therefore, it is always a case of conscience. He (or she) is willing to die, not for himself, but for a principle, or cause, or religion, which he identifies with the public good. He gives his life that these things may live, and dies *ad maiorem gloriam Dei*. It is a serious matter for a Government to kill such a man. Even when his conscience seems silly and selfish, his principle fallacious, his cause subversive, and his religion heretical, still the fact that he is one

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SPORT
FOOTBALL
UNITED SERVICES LEAGUE.

A meeting of the United Services Football League was held in the Victoria Barracks yesterday evening. Lieut. D.P. Hannam of the Wilts. was president, and the following teams were represented:—H.M.S. "Tamar," H.M.S. "Ambrose," H.M.S. "Carleton," H.M.S. "Curlew," R.G.A., R.E., and the Wilts.

The Hon. Secretary read a letter from the Hongkong F.C. regretting their inability to join the League, as the games are to be played in mid-week, and it would be impossible for them to field a team at 4 p.m., on any week-day, excepting Saturday, when they will be engaged with Hongkong League fixtures.

An application from the South China Athletic to join the League was rejected.

The following entries were accepted:—Tamar, Ambrose, Carleton, Curlew, R.G.A., R.E., and the Wilts. It was decided to run the League on Wednesday, as all Saturdays up to March 5, are taken up by the Hongkong League.

The League commences on Wednesday, November 3, and is expected to finish in the middle of February next.

ASSOCIATION MEETING.

A general meeting of the Hongkong Football Association is fixed for Tuesday next at 5.30 p.m. The business includes the drawing up of the fixture list, the League, Kowloon players, allocation of grounds etc.

CLUB PRACTICE.

The following will represent the 1st and 2nd eleven of the Hongkong F.C. in a practice match to be played on the Club ground at 5 p.m. today:—1st XI—G. Rogers, W. Gerrard and M. Tenkin; 2nd XI—R. Raiton, J. Rosser and P. W. McPhail; J. P. Sherry, G. T. May, B. J. Raiton and A. De Groot.

2nd XI—C. Wilkie, Carleton and A. McDonald; A. L. Duvion, Groot and W. Ireland; R. S. Logan, Sandberg, Goldenberg and J. B. Hamilton. It will be noticed that by mixing up the players in the first and second strings of the Club, the teams are made as evenly matched as possible, and a good match is sure to result. Several new players are being tried out.

BILLIARDS.

PALACE HOTEL HANDICAP.

Last night's match in connection with the Palace Hotel Handicap Billiards tournament, resulted in D. Ughart (100) beating C.T. Cade (150) by 250-124.

Ughart's best breaks were 19 and 15, while Cade's had an 18 to his credit.

To-night Ho Sai-man (scr.) meets R. Potter (100) at 6 p.m., and W.G. Gerrard, Jr. (75) plays W.E. Crocker (150) at 9 p.m.

TENNIS.

INTERPORT TRIAL.

A third series of trial matches for the purpose of selecting a team to represent Hongkong in the forthcoming Interport Tennis tournament against Shanghai, will take place on the U.S.R.C. courts, when a new player in the person of Mr. T. Nelson of the International Bank, will be seen. Mr. Nelson was runner-up in the Canton championship, and from all reports is a player to be respected.

No definite news has yet been received from the Shanghai Lawn Tennis Association as to whether or not the Northern players will be able to make the trip to Hongkong, and a little anxiety is being evinced in some quarters. While some of the Shanghai papers have made occasional references to the event, and mentioned one or two possible players, one looks in vain for any report of trial matches or other indications that the business of selecting players has yet begun.

CRICKET.

INTERPORT FIXTURES.

The Hon. Sec. of the Hongkong C.C. advise us that the following fixtures have been arranged in connection with the coming Interport Cricket matches:—

Shanghai v. Hongkong, November 5 and 6.
Singapore v. Hongkong, November 8 and 9.
Singapore v. Shanghai, November 10 and 11.
Winner v. Rest, November 12 and 13.

It is hoped to play all matches to finish. According to present arrangements, play will commence each day at 10.30 a.m., with an interval of 1 to 1.45 p.m., and draw stumps at 5 p.m.

Full particulars will be advertised in the papers later.

K.C.C.

CRICKET FIXTURES 1920-21.

October 30. Staff and Departments, League, Home.

November 6. University, League, Home.

November 13. Interport, Home.

November 20. Wiltshires, Friendly, Home.

November 27. Civil Service, League, Home.

December 4. Navy, Friendly, Home.

December 11. R.G.A., League, Home.

December 18. Indian Rec. Club, League, Home.

January 1. Children's Sports, League, Home.

January 8. Navy, Friendly, Home.

January 15. Craigengower, League, Away.

January 22. Chinese Rec. Club, League, Home.

January 29. Wiltshires, Friendly, Home.

February 5. Staff and Depts., Friendly, Home.

February 12. R. E. and Indian Army, Friendly, Home.

February 19. R. G. A. Friendly, Home.

February 26. Chinese Rec. Club, Friendly, Away.

March 5. Indian Rec. Club, Friendly, Home.

March 19. Civil Service, Friendly, Away.

March 26. H. K. Cricket Club, League, Home.

April 2. Ditto, Friendly, Away.

April 9. University, Friendly, Away.

THE MALAYAN TEAM.

"Permanan" writes in the *Malayan Leader*—

The Malayan team will, if and when they leave for Hongkong, have my best wishes for their success in the triangular tournament, but no one will be surprised if they are beaten. I should imagine that they will beat Shanghai, who are not a great bowling side, but Hongkong has a good all round side. Hongkong was counting on Claxton, who I notice is going with the Malayan team. He is accustomed to the Hongkong bowling and should be a great success on the tour.

The Malayan team cannot by any stretch of the imagination be regarded as representative of the full strength of cricket talent of the Peninsula. Indeed, the opinion has been expressed that the Selangor eleven can beat the Malayan team. General satisfaction will, however, be felt that Malaya is being represented at the cricket carnival at Hongkong and the team will leave with the best wishes.

A Singapore correspondent of the *Malayan Leader* writes that the Malayan side will be quite an excellent team in batting but somewhat moderate in bowling. Of Singapore men who might have gone but cannot, Bradwell, Scharnquell and Vasey, the two former splendid all rounders, and the third our best bowler, will be missed. Of the six Singapore players in the side, Lieut. Caryll is just useful with either bat or ball. Claxton is a real interport batsman if he can strike form. Griffin is always likely to collect runs without being brilliant with the bat, and is a very sound wicket keeper. Major Gunner is a forcing batsman and very safe at point. Ryches is a stickler at the wicket and of the right temperament for big

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A TELL-TALE CAT.

GERMAN DYE ON HER TAIL.

A nondescript but friendly cat of dubious ancestry, and of more or less regular habits, was responsible for the arrest of 19 young men and the recovery of £70,000 worth of German dyes, stolen two months ago from a warehouse of the Hoboken Chemical Company, across the Hudson River from New York.

The part played in the police drama by the tell-tale tail of the wandering cat was related in the Jersey City courts by Mr. Frank Stone, a Government detective, who had been tracing the stolen dyes. He made his rendezvous in one of the Hoboken docks. While he was analysing his faces the friendly tabby approached and rubbed her back affectionately against the detective's immaculate trousers.

He was startled to observe orange stains where the pussy had made contact with his nether garments. He hastened to the Government analyst and discovered that the dye was identical with that for which he was searching.

The final act of the drama showed a police patrol wagon with detectives surrounding the tabby's lair, the cellar of a supposedly empty house. The arrest of the thieves and the recovery of the stolen dyes followed within two hours.

PALER EYES.

EFFECT OF CITY LIFE.

FRENCH PROFESSOR'S VIEWS.

A French professor has told the Academy of Sciences in Paris, it is stated, that after long residence in Paris a person's eyes grow paler in colour and the hair undergoes a kind of bleaching. In time, he believed, dark-haired persons with brown eyes would be rare in Paris.

A medical correspondent writes: It is well known that prolonged absence of direct sunlight produces lighter colouring of the skin, hair, and eyes. Brown eyes are less sensitive to sunlight than grey eyes—a fact which explains why northern races have light and southern races dark eyes.

City people, whether in Paris, London, or elsewhere, live much indoors, and the sunlight in cities is diminished by smoke and the dust-laden air. Hence in time they lose the protective dark coloration. Blondes find their best holiday ground on the east coast, where there is much sunlight and little moisture in the air.

Pigmentation (colouring) is in direct proportion to the intensity of the light in which people live. But the change is slow. As Dr. Buchan points out, 1,300 years have not made the fair West Saxon of Somerset and Gloucester similar in complexion to the Welshman of Glamorgan and Carmarthen.

It is found that short brunettes tend to die out in cold, sunless climates because they cannot eat enough food to keep them warm.

Dr. Leonard Hill says that it would be difficult to prove, in the shifting population of great cities, whether changes of this kind are inherited. There is a constant effort to adapt ourselves to changed conditions, and if people from this climate were to go to the Arctic regions all sorts of freaks would be produced. But these, he says, tend to die out.

innings and also mixes his bowling so thoroughly (inadvertently) that the good ones are all the more likely to get wickets, and Mitchell is an ex-public school boy, now a police cadet here, who as yet has done little in Singapore but is said to be a polished batsman. Tucker, of Selangor, will probably be the hope of the side in bowling, with Hennessy, Rhodes, Holmes Brown and Riches in support, and if they can all just find that extra bit of "stuff" the Malayan side may not spend long days leatherhounding in Hongkong after all.

DAIRY FARM NEWS.

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New shipments just received:—

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A MYSTERY CHILD.

LIFE IN LUMBER CAMPS.

DIARY WRITTEN AT AGE OF SIX.

The mystery surrounding the origin of the child authoress must alone arouse interest in the strange human document, "The Diary of Opal Whiteley," which is to be published shortly by Messrs. G. P. Putnam's and Sons, and part of which has been running serially in the *Atlantic Monthly* in America.

The story, indeed, of this girl of 6, living in the lonely lumber camps of North America, and writing her journal with coloured chalks on odd scraps of paper which she secreted in a hollow log in the woods, is one which would have formed a fit subject for the author of the "Luck of Roaring Camp."

Opal Whiteley was born about 21 years ago—when or where, no one knows.

Of her parents, according to a preface by Mr. Ellery Sedgwick, editor of the *Atlantic Monthly*, she is sure of nothing except that she lost them before her fifth year, and that they loved her.

As evidence of this were two precious little copybooks, which held their photographs, and into which her mother taught her with tender patience to set down all that she learned, and of the world about her, and of that world of legend and history with which the child diarist shows such capricious and entertaining familiarity. These two books have since mysteriously disappeared. After her parents' death, Opal was given to the wife of an Oregon lumberman, who had lately lost her first child—Opal Whiteley—and whose name she now gave to the unknown new comer. From that time, when she was about 6, until quite recently her diary has been continued without serious interruption.

When Opal was 12 years old, a foster-sister, in a tragic fit of childish temper, unearthed the hiding-place of the diary, and tore it into a thousand fragments. Opal picked up the pitiful scraps and stored them in a secret box, and it is from these myriad pieces, painfully and laboriously fitted together, that the complete journal has been recovered.

Opal Whiteley is, in no sense a second Daisy Ashford. Her work, produced in the vast silence and loneliness of lumber camps, is full of the wonder and beauty of the world as seen by child eyes and interpreted by a child heart.

"In everything," says Viscount Grey of Felloston, who met Opal in America, and who contributes an introduction, "from the 'joy-light' in human eyes to the touch of 'velvet fingers of the shadows,' the child sees beauty, and finds happiness thereby. There are incidents in the diary that

CHAINED IN THE STREET.

GRIM DUBLIN JOKE.

MAN STRIPPED AND TARRIED.

"They have a grim way of joking in Dublin. Passengers to and from Amiens-street Station one morning were startled to see a man handcuffed and chained to a tramway standard at the corner of Talbot-street and Amiens-street. Hung round his neck was a card bearing the inscription: "Scab. This is —, who continued to drive munition trains on the G.N.R. while his comrades were being dismissed."

For nearly half an hour the chained man was made the butt of a laughing crowd until three policemen arrived and with difficulty broke the chain. Mr. James Murphy, son of James M. Murphy, solicitor, Talbot, County Kerry, was seized on Talbot golf links by a number of men, who stripped him to the waist and tied him to a gate. They then tarred him from head to waist.

Mr. Murphy had served through the war and reached the rank of captain. His assailants told him that they had intercepted correspondence showing that he was seeking a cadetship as district inspector of consular.

DRASTIC LEGISLATION.

PROFITEERS TO BE WHIPPED.

SEVERE PENALTIES IN HUNGARY.

Budapest, Sept. 8.—A considerable drop in prices and a notable increase of goods offered for sale are the first results of the Hungarian Profiteering Act, just become law.

Corporal punishment is a penalty for offences against the Act, one of the most drastic pieces of legislation of its kind in the world. Profiteering, it is laid down, is among other things: Buying or selling above maximum price.

Charging more profits than customary.

Offering lower wages to a man than those laid down.

Speculation in foodstuffs and trying to make a "corner."

Penalties include: 5 years' imprisonment; £20,000 fine, flogging—5 to 25 strokes; loss of political rights and trading licence; and notice of the offence to be shown in the shop for 6 months.

would be intolerably poignant, but for the fact that they seem to have alleviated the spirit of the child so little. I'm real glad I'm alive; this is a very wonderful world to live in," gives the note of the whole diary.

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MYSTERY TOWER SHIPS.

CROSSING THE B.R.

WEIRD DEFENCE FOR THE SOLENT.

Brighton.—One of the queerest craft seen since the time of Noah's Ark passed down Channel. She was not a stranger in these waters, for she was one of the mysterious twin-tower ships which have formed such conspicuous objects on the coast line between Brighton and Worthing for the past two years, exciting keen controversy as to the purpose for which they were intended; but it was a distinct novelty to see the colossal actually moving from the berth in Shearwater Harbour and breasting the Channel. Thousands of people assembled at every point of vantage to witness the launch. There was no getting very near the scene of operations, for the Admiralty officials, who had charge of the arrangements, absolutely refused to allow anybody on the side of the harbour which has been in their occupation during the progress of construction of the ships; but the crescent-shaped coast-line, extending over twelve miles, with the heights forming the spur of the South Downs, commanded the whole situation, and when after an hour's suspense the figure of a man, looking like an insect, was seen to crawl up a ladder on to the top of the tower and hoist the "All Clear" signal as the tower ship crossed over the bar, the crowd ashore broke into a loud cheer, and the shouting was taken up all along the coast for miles east and west.

Next to mystery, of the purpose of these Goliaths, nothing excited more speculation than the probability of getting them out of the harbour. Some ancient marines of the port were positive that the thing was impossible. But the Admiralty, while realising that there would be difficulty enough in negotiating the narrow channel between the piers, were confident that, given sufficient water at high tide, the feat was perfectly practicable. The result fully justified that anticipation. Enormous dredgers had removed the accumulation of sand and shingle on the bar, securing a depth of 21 ft. of water. As the lower ship drew 13 ft. 6 in., that gave a safe margin for navigation.

OUT AT SEA.

At 11.45 two tugs began to move the colossal into the fairway of the harbour. There was a tremor as the bulky structure, which weighs 12,000 tons, yielded to the pressure of the steel hawsers. The movement was scarcely noticeable for some minutes, but gradually it was observed that the Tower No. 1 began to drift away from Tower No. 2, and every minute afterwards the separation increased. It was an anxious time for the naval men engaged in a critical operation. About 150 mechanics in brown overalls swarmed on the battlements of the monster, and a dozen were perched high up the turret, each having evidently some allotted part to play in the proceedings. As soon as the tower ship started for the outer harbour a third tug was linked up at the rear to prevent swerving with the tide, which was running east to west. Having cleared the point which divides the western from the eastern branch of the harbour, the current seemed to drive the colossal against the western pier, the force of the below knocking out of a few piles and scraping others. This was practically the only hitch of any account. The vessel was quickly got into the straight, and, if the term can be applied to such a piece of frightful ugliness, the first mystery tower glided gracefully out of the harbour and entered the Channel amid the salvos of cheers of seven other tugs which were waiting in line to pick up a trace and drag the monster, out into the deep sea. Thus the first of the two mystery ships departed, taking its secret undiscovered.

From the first moment to the time when the all-clear signal was given half an hour had expired. Looking back over that half-hour now that the scheme has been accomplished, the rapidity with which it was carried through, and the perfect precision with which it worked, one has the impression that it was even a ridiculously easy performance. Just as the signal "All Clear" sounded, there was another little contretemps which had crumbled up under the strain of one of the hawsers. Afterward all proceeded merrily. Under tow of the seven tugs, No. 1 Tower Ship proceeded down Channel. It was necessary to take her well out to sea to get round Worthing Point. As she moved from the shore the vessel seemed even more imposing than ever in its immensity. The hull did not appear to be so great, but on the other hand the tower portion assumed a larger bulk. Imagine a section of a fortress, in the centre of which rises a huge tower, with a sort of cone-shaped dome, standing 180 ft. out of the water—that conveys an idea of what was seen floating along the South Coast.

The weather was perfect alike for the operation and for a view of the proceedings. The sun shone, and a gentle easterly breeze cleared the haze just in time to permit of long visibility. Mr. Walter Long, First Lord of the Admiralty, watched the interesting scene from one of the naval vessels, and it is understood that several influential naval officials were present; but all information on

AMERICAN SHIPPING.

FOSTERING DEVELOPMENT.

INTEREST TO BRITISH INDUSTRY.

At the present time, when British shipping is still only in process of recovering from the losses sustained during the war, the efforts of the United States legislature to foster the development of American shipping may well have the attention of those interested in British shipping and British industry. The most recent expression of that policy is to be found in the Merchant Marine Act, 1920, which is popularly known as the Jones Act, from the name of the father of the Bill, Senator Jones.

This Act, which was formally approved by the President as recently as June 5, 1920, commences with a declaration that it is the policy of the United States to do whatever may be necessary to develop and encourage the maintenance of a merchant marine of its own, of the best equipped and most suitable types of vessels sufficient to carry the greater portion of its commerce and serve as a naval or military auxiliary in time of war or national emergency, and it enjoins the United States Shipping Board always to keep this in view as the primary end to be attained. The Board was constituted under an earlier Statute, the Shipping Act of 1916, primarily for the purpose of creating a fleet of auxiliary vessels for use in the war, but its constitution and duties are greatly expanded by the new Act.

In 1917 the Board took over the German ships in the United States harbours, and by Section 4 of the new Act all vessels acquired by the President under certain war legislation are transferred to the Board, except vessels in the military and naval service. It may therefore be assumed that the Board are already owners of a large fleet of merchant vessels. It is not, however, within the general intention of the statute that they should act permanently as shipowners, so they are directed to sell their vessels as soon as may be practicable and consistent with good business methods.

The sales ordered by the Act are, it is important to note, to be made to persons who are citizens of the United States; and in order to facilitate such transactions, the payment of the purchase price and interest may be deferred for a period not exceeding fifteen years. Sales may be made to aliens only of such vessels as the Board deem unnecessary to the promotion and maintenance of an efficient American merchant marine, and only where the Board have failed, after diligent effort, to sell the vessels to citizens of the United States. In these cases payment of the price is not to be deferred beyond ten years.

The Board are also directed to investigate and determine, both now and from time to time in future, what steamship lines should be established from ports in the United States for the promotion and development of the foreign and coastwise trade of the United States, and to determine the size, type, speed, &c., of the vessels required and the frequency of their sailings.

In connection with the building of new ships there is an important enactment in Section 11 to the effect that during the period of five years from the commencement of the Act the Board may set aside annually out of the receipts from its sales and operations, a sum not exceeding \$25,000,000 as a "construction loan fund" to be used in aid of the construction of vessels for the steamship lines deemed desirable and necessary by the Board. It is enacted in almost anxious terms that the vessels are to be of the best and most efficient type and are to be equipped with "the most modern, the most efficient and the most economical machinery and commercial appliances."

No aid is to be for a greater sum than two-thirds of the cost of the vessel, and the Board is to have security for repayment and for the maintenance of the service for which the vessel is built. The Shipping Act of 1916 contained a significant direction to the Board to investigate the relative cost of building vessels in the United States and in foreign countries, and the relative cost, advantages and disadvantages of operating vessels in foreign trade under United States and foreign registry.—Engineering.

The subject was refused, and Press representatives were not allowed to approach the east pier. The crowd watched the departing tower ship until it was well out of sight, and as they left the scene they gave a friendly salute to the remaining twin, which seemed to cut a lonely figure in the absence of its mate.

The excavations made in order to secure adequate depth of water on the bar are to be filled up with concrete as soon as possible, so as to prevent undermining of the supports of the pier. Captain H. Cliff, R.N., was in charge of the operations. Tower Ship No. 1 was expected to reach Portsmouth in the course of the evening. A lot of internal equipment will be done by the dockyard officials before the vessel goes on to the next stage.

BANKS.

ASIA BANKING CORPORATION
(AN AMERICAN BANK)

CAPITAL: U.S. \$4,000,000.
RESERVE FUND: U.S. \$1,489,000.

HEAD OFFICE: NEW YORK, U.S.A.

HEAD OFFICE FOR THE ORIENT: SHANGHAI.

BRANCHES: MANILA, HANKOW, CHANGSHA, PEKING.

All descriptions of Banking Business transacted.
Interest allowed on Current Accounts Savings Accounts and Fixed Deposits in Local Currency, U. S. Dollars, Sterling or France.

American Bankers Association and Guaranty Trust Company of New York Travellers Cheques sold by us. Payable throughout the world.

N. E. MULLEN, Acting Manager.

EXCHANGE.

Hongkong, October 27, 1920.

On London	Bank Wire	100/104
On Demand	30 days sight	100/104
On 3 months	4 months sight	100/104
On 6 months	Documentary 1 month sight	100/104
On 3 months	On Demand	100/104
On 6 months	Credit 4 months sight	100/104
On 9 months	Credit 6 months sight	100/104
On 12 months	Credit 9 months sight	100/104
On 15 months	Credit 12 months sight	100/104
On 18 months	Credit 15 months sight	100/104
On 21 months	Credit 18 months sight	100/104
On 24 months	Credit 21 months sight	100/104
On 27 months	Credit 24 months sight	100/104
On 30 months	Credit 27 months sight	100/104
On 33 months	Credit 30 months sight	100/104
On 36 months	Credit 33 months sight	100/104
On 39 months	Credit 36 months sight	100/104
On 42 months	Credit 39 months sight	100/104
On 45 months	Credit 42 months sight	100/104
On 48 months	Credit 45 months sight	100/104
On 51 months	Credit 48 months sight	100/104
On 54 months	Credit 51 months sight	100/104
On 57 months	Credit 54 months sight	100/104
On 60 months	Credit 57 months sight	100/104
On 63 months	Credit 60 months sight	100/104
On 66 months	Credit 63 months sight	100/104
On 69 months	Credit 66 months sight	100/104
On 72 months	Credit 69 months sight	100/104
On 75 months	Credit 72 months sight	100/104
On 78 months	Credit 75 months sight	100/104
On 81 months	Credit 78 months sight	100/104
On 84 months	Credit 81 months sight	100/104
On 87 months	Credit 84 months sight	100/104
On 90 months	Credit 87 months sight	100/104
On 93 months	Credit 90 months sight	100/104
On 96 months	Credit 93 months sight	100/104
On 99 months	Credit 96 months sight	100/104
On 102 months	Credit 99 months sight	100/104
On 105 months	Credit 102 months sight	100/104
On 108 months	Credit 105 months sight	100/104
On 111 months	Credit 108 months sight	100/104
On 114 months	Credit 111 months sight	100/104
On 117 months	Credit 114 months sight	100/104
On 120 months	Credit 117 months sight	100/104
On 123 months	Credit 120 months sight	100/104
On 126 months	Credit 123 months sight	100/104
On 129 months	Credit 126 months sight	100/104
On 132 months	Credit 129 months sight	100/104
On 135 months	Credit 132 months sight	100/104
On 138 months	Credit 135 months sight	100/104
On 141 months	Credit 138 months sight	100/104
On 144 months	Credit 141 months sight	100/104
On 147 months	Credit 144 months sight	100/104
On 150 months	Credit 147 months sight	100/104
On 153 months	Credit 150 months sight	100/104
On 156 months	Credit 153 months sight	100/104
On 159 months	Credit 156 months sight	100/104
On 162 months	Credit 159 months sight	100/104
On 165 months	Credit 162 months sight	100/104
On 168 months	Credit 165 months sight	100/104
On 171 months	Credit 168 months sight	100/104
On 174 months	Credit 171 months sight	100/104
On 177 months	Credit 174 months sight	100/104
On 180 months	Credit 177 months sight	100/104
On 183 months	Credit 180 months sight	100/104
On 186 months	Credit 183 months sight	100/104
On 189 months	Credit 186 months sight	100/104
On 192 months	Credit 189 months sight	100/104
On 195 months	Credit 192 months sight	100/104
On 198 months	Credit 195 months sight	100/104
On 201 months	Credit 198 months sight	100/104
On 204 months	Credit 201 months sight	100/104
On 207 months	Credit 204 months sight	100/104
On 210 months	Credit 207 months sight	100/104
On 213 months	Credit 210 months sight	100/104
On 216 months	Credit 213 months sight	100/104
On 219 months	Credit 216 months sight	100/104
On 222 months	Credit 219 months sight	100/104
On 225 months	Credit 222 months sight	100/104
On 228 months	Credit 225 months sight	100/104
On 231 months	Credit 228 months sight	100/104
On 234 months	Credit 231 months sight	100/104
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On 240 months	Credit 237 months sight	100/104
On 243 months	Credit 240 months sight	100/104
On 246 months	Credit 243 months sight	100/104
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On 258 months	Credit 255 months sight	100/104
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On 279 months	Credit 276 months sight	100/104
On 282 months	Credit 279 months sight	100/104
On 285 months	Credit 282 months sight	100/104
On 288 months	Credit 285 months sight	100/104
On 291 months	Credit 288 months sight	100/104
On 294 months	Credit 291 months sight	100/104
On 297 months	Credit 294 months sight	100/104
On 300 months	Credit 297 months sight	100/104

SUBSIDIARY COIN.

Hongkong 50 cents sub.	100/104
On Demand	100/104
On 3 months	100/104
On 6 months	100/104
On 9 months	100/104
On 12 months	100/104
On 15 months	100/104
On 18 months	100/104
On 21 months	100/104
On 24 months	100/104
On 27 months	100/104
On 30 months	100/104
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On 270 months	100/104
On 273 months	100/104
On 276 months	100/104
On 279 months	100/104
On 282 months	100/104
On 285 months	100/104
On 288 months	100/104
On 291 months	100/104
On 294 months	100/104
On 297 months	100/104
On 300 months	100/104

HONGKONG STOCK EXCHANGE.

HONGKONG, 27th OCTOBER, 1920.

OFFICIAL QUOTATIONS.

11 A.M.

Sterling Exchange 3/10 1/2 T. T.

BANKS.

Hongkong Bank ... \$650 b.

East Asia Bank ... \$117 b.

MARINE INSURANCE.

Canton Insurance ... \$370 b.

North China Insurance ... \$113 b.

Union Insurance ... \$188 b.

Yangtze Insurance ... \$23 b.

Far East Insurance ... \$20 b.

FIRE INSURANCE.

China Fire Insurance ... \$128 b.

Hongkong Fire Insurance ... \$318 b.

SHIPPING.

Do. ... \$85 b.

H. H. Stephens ... \$25 b.

Indo-China (Freight) ... \$18 b.

Do. (Freight) ... \$18 b.

Do. (Freight) ... \$18 b.

Shell Transport ... \$145 b.

Star Ferries ... \$254 b.

REPAIRS.

China Fugate ... \$214 b.

Malabar Sugar ... \$55 b.

MINING.

Kailash Mining Adm. ... \$190 b.

Langkai ... \$100 b.

Shanghai Loans ... \$100 b.

Shanghai Loans ... \$100 b.

Shanghai Loans ... \$100 b.

Shanghai Loans ... \$100 b.

Shanghai Loans ... \$100 b.

Shanghai Loans ... \$100 b.

Shanghai Loans ... \$100 b.

Shanghai Loans ... \$100 b.

Shanghai Loans ... \$100 b.

Shanghai Loans ... \$100 b.

Shanghai Loans ... \$100 b.

Shanghai Loans ... \$100 b.

Shanghai Loans ... \$100 b.

Shanghai Loans ... \$100 b.

POST OFFICE NOTICES.

XMAS PARCEL MAIL FOR THE UNITED KINGDOM.

The Xmas Parcel Mail for the United Kingdom will be closed in the G.P.O. at 5 p.m. on the 30th inst. and is due to reach London on the 15th December.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 5 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

FROM	WEDNESDAY, OCTOBER 27.	PER
Japan	Thursday, October 28.	Jinsho Maru
Japan	Thursday, October 28.	Eastern
Japan and Shanghai	Thursday, October 28.	Sado Maru
EUROPE (via Nippon)	Friday, October 29.	Kamo Maru
Shanghai	Friday, October 29.	Shantung
Straits	Saturday, October 30.	Japan
Straits	Monday, November 1.	Yalou

OUTWARD MAILS.

FOR	WEDNESDAY, OCTOBER 27.	PER	TIME
*Shanghai and *North China	Wingsang	5 p.m.	
*Hankow and *Hainan	Lokang	5 p.m.	
Fort Bayard, Hainan and Hainan	Haiot	5 p.m.	
*Shanghai, *North China, and *Japan via Kobe	Bombay Maru	5 p.m.	
*Shanghai, *North China and *Japan via Nagasaki	Yokohama	5 p.m.	
THURSDAY, OCTOBER 28.			
*Swatow and *Straits	Chengtu	9 a.m.	
*Formosa via Keelung	Rejoice Maru	10 a.m.	
*Shanghai and *North China	Sinkiang	10 a.m.	
*Shanghai, *North China, Japan via Nanyang, Hongkong, and *EUROPE via SAN FRANCISCO. Registration 9 a.m.	Yung Maru	4 p.m.	
*Swatow	Myndang	4 p.m.	
*Swatow, *Amoy, *Shanghai and *North China	Thilong	5 p.m.	
Wellfleet, Cebu and Tientsin	Keichow	5 p.m.	
FRIDAY, OCTOBER 29.			
Straits, Bangkok, Ceylon, Mauritius, South Africa, India, and *EUROPE via Suez, Egypt, and *EUROPE via MARSEILLE. Registration 8 a.m.	Sado Maru	11 a.m.	
Letters 9 a.m.	Hailong	11 a.m.	
*Swatow, *Amoy and *Fuzhou	Fooking	1 p.m.	
Straits and Bangkok	Loongang	2 p.m.	
Philippine Islands	Namsang	2 p.m.	
Japan via Kobe	Tilpanas	5 p.m.	
Saigon			
SATURDAY, OCTOBER 30.			
*Swatow, *Amoy and *Taka	So-hu Maru	9 a.m.	
*Shanghai, *North China and *Japan via Kobe	Ramo Maru	10 a.m.	
*Shanghai and *North China	Tian	3 p.m.	
*Shanghai and *North China	Hopang	5 p.m.	
SUNDAY, OCTOBER 31.			
*Shanghai, *North China, Japan via Yokohama, Honolulu, Canada, U.S.A., Central and South America, *EUROPE via SAN FRANCISCO. Registration 9 a.m.	Nanking		
Letters 9 a.m.			
*Hainan and *Hainan	Haimun	9 a.m.	
Straits, Bangkok, Ceylon, Mauritius, South Africa, India, and *EUROPE via Suez, Egypt, and *EUROPE via LIVERPOOL. Registration 9 a.m.	Telamon		
Letters 9 a.m.			
MONDAY, NOVEMBER 1.			
*Swatow, *Amoy and *Keelung	Kaijo Maru	11 a.m.	
TUESDAY, NOVEMBER 2.			
*Japan via Kobe, *Vancouver, *SEATTLE, *West Ivan	West Ivan	11 a.m.	
*Swatow, *Amoy and *Fuzhou	Hailong	11 a.m.	
*Amoy, *Shanghai and *North China	Shantung	3 p.m.	
THURSDAY, NOVEMBER 4.			
*Shanghai and *North China	Suzung	11 p.m.	
FRIDAY, NOVEMBER 5.			
*Swatow, *Amoy and *Fuzhou	Hailong	11 a.m.	
Straits, Bangkok, Ceylon, and *ADEN	Lokang	1 p.m.	

* Correspondence bearing vessel's name only.

THE ROMAN MILLER.

AN OLD ROMANCE.

DEMOCRACY IN THE HALL OF THE CAESARS!

You must now hear the strange romance of Lucius—Ampudius Philomus, his wife and daughter, writes a correspondent in a London paper.

One thousand nine hundred and forty-five years ago there lived in ancient Rome a slave who became prosperous, was given his freedom, set himself up as a miller, and begot a daughter remarkably like mother.

When he was gathered to his service forefathers there was set up over his tomb a bas-relief representing him, looking stern and senatorial, with his wife on the left, and Patricia on the right. Then, for about 1900 years, this worthy tradesman vanishes from history.

He is next heard of in St. John's Wood.

A market-gardener of Putney bought a bas-relief from a contractor of St. John's Wood, which he placed on the rocky. The ancient Roman family lived more or less happily upon the Putney rocky until the purchaser, becoming smitten by something strange about them—were their uneasy ghosts trying to tell him?—went to the British Museum about it.

THE FINAL TRIUMPH.

Now happens the final triumph in the history of the worthy Lucius Ampudius Philomus.

Washed and brushed up, Lucius and family have now been installed in the Imperial Gallery of the Museum. Below them Julius Caesar, Cleopatra, Nero, Claudius, Augustus, and all the other old beans and has-beens of purple Imperialism, and their marble lies at arm's length, just think of it! Democracy in the hall of the Caesars!

It is enough to make Tacitus turn in his grave.

Can you imagine what would have happened if you were put back in time 1910 years—to A.D. 10—with the object of delivering a prophecy to the miller of ancient Rome!

DAYS OF JULIUS CAESAR.

Tiberius Caesar was upon the throne. There were men living who had seen the Crucifixion. Julius Caesar's unsuccessful attempts to conquer Britain were fresh in the memory, and the Emperor Claudius, destined to succeed in the Colonisation and to build Colchester and London, was a young man of twenty.

"Greetings, O Philomus!" you would say, "how's business with thee, O Hovey one?"

And Philomus, white with new-ground grain, would come out of his shop and tell you trade was bad.

"I have come to tell thee," you would say, "that many years hence the effigy of thee and of thy family will be set up with Julius Caesar, Augustus, Tiberius, and dozens of emperors yet unborn."

"Thou art of a verity completely barmy," Philomus would have replied.

But—but if only he could have known! How many more drachmas he would have spent upon his sculpture!

FIGHT ON B.I. STEAMER.

HONGKONG POLICE CONCERNED.

PASSENGER DIES FROM INJURIES.

There was a somewhat serious fight on board the B.I. steamer "Takada" in Penang harbour at about noon on October 15 between some members of Sikh Police who were on their way to Hongkong from Calcutta and a number of Chinese passengers. Sticks were freely used with the result that a number of the Sikhs and five of the Chinese

MENTHOLATUM the BEST REMEDY



FOR COUGHS IN THE HEAD WHEN APPLIED IN THE NOSTRILS.

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Established 1742.



"WHITE HORSE"
Every bottle numbered to prevent fraud.

WHITE HORSE
WHISKY

MACKIE & CO. DISTILLERS LTD.
Island of Islay. London. Glasgow.

UNREPENTANT SWINDLER.

IMPUDENT FRAUD.

RAITIAN FOR CHINESE YOUTH.

Mr. Thompson appeared in Magistrate Smith's court this morning, to watch on behalf of the Dairy Farm Company, a case in which a Chinese boy was charged with unlawfully attempting to obtain by false pretences, a Dairy Farm pass book belonging to a comrade's shop at No. 9, Pottinger Street.

The defendant denied the charge. Inspector Blackman, who prosecuted, said that about 2 p.m. yesterday, the Kwong Wo shop of No. 9, Pottinger Street received a telephone message, apparently from the Dairy Farm Company, that a messenger would be sent for the shop's pass book to be checked. About ten minutes later, the defendant arrived at the shop, and representing that he had come from the Dairy Farm Company, asked for the shop's pass book. As the Dairy Farm Company had issued a warning to their customers, the master of the shop was suspicious, and detained the defendant, while he made enquiries from the Dairy Farm Company who confirmed his suspicions.

After his arrest, said the Inspector, the defendant was identified as the same youth who on August 21, last, went to the Dairy Farm Company, produced a pass book belonging to a comrade's shop at No. 2, Pottinger Street, with a chit, and asked for 54 lbs of butter. As the brand of butter mentioned in the chit was not sold by the Dairy Farm Co., they telephoned to the shop, and learned that the shop had never ordered the butter, the defendant having obtained the shop's pass book by representing himself to be an employee of the Dairy Farm Company who wanted the pass book to check. Defendant was sentenced to jail for that offence, but apparently the punishment had no effect on him, as he was back to his old trick almost immediately after being discharged from jail.

The Magistrate passed sentence of one month's hard labour and eight strokes with the rattan.

were injured, one of the latter so seriously that he had to be taken ashore and sent to hospital where he subsequently died. Four other Chinese were also taken ashore subsequently and had their injuries dressed. Another of the Chinese was also badly injured, but his condition was not so serious as to necessitate his detention in hospital.

The fight, it appears, was the result of one of the Sikhs removing the luggage of a Chinese passenger and this led to a dispute and subsequently a fight.

PASSENGERS.

ARRIVALS.

Per s.s. "Takada" yesterday—Col. Moffat, Miss W. Walker, Mr. P. Sullivan, Mr. P. Wickham, Mr. Shearer, Mr. H. Ireado, Mr. K. Hym, Mr. K. Orick, Mr. C. Olsen, Mr. J. Macpherson, Mr. G. Peterson, Mr. A. Wickham, Mr. J. Johnson, Mr. L. Peterson, Mr. A. J. Posen, Mr. A. Lense, Mr. Erickson, Mr. C. O. Anderson, Mr. J. Gomerison, Miss A. Von Harting, Miss K. Hartman, Mr. O. Hwaite, Mr. and Mrs. Lohman, and Mr. E. Asmus.

The Dodwell Line s.s. "Manchester Castle" from New York, left Shanghai on Oct. 25, and is due here on the 29th inst.

The Lloyd Trieste (Dodwell & Co. Ltd.) s.s. "Africa" is expected to sail from Shanghai on November 1, and is due here on the 3rd. She sails hence for Trieste via the usual ports of call on November 5.

BUSINESS DIRECTORY.

ARRATON Y. ARCAR & CO.

Agents for:
Banco Nacional Ultramarino, Macao,
Yorkshire Insurance Co., Ltd.
International Petroleum Co., Ltd.
Tel. No. 332.

BRUNNER MOND & CO., LTD.

Alkali Manufacturers.
Tel. 1630. 7, Queen's Rd. Central.

CHINA AGENCY & TRADING CO. OF HONGKONG.

Iron, Steel & Piece Goods.
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CHINA OVERSEAS TRADING CO. (1919), LTD.

Importers and Exporters.
Tel. 1104. 16, Queen's Rd. Central.

CHU KYOKU TRADING CO.

Importers and Exporters.
7, Queen's Rd. Central.
Tel. 2108 and 2008.

EDWARD MOW FUNG.

Import & Export Merchant.
Tel. 1676. 60, Des Vaux Rd. Ctr.

THE KWONG KWUL.

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LAZARUS, N.

Opticians.
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LOCK HING.

Curio Dealers.
33, Queen's Rd. Central.

MURRAY & SANO.

Japanese Photographers.
Tel. 254. 84, Queen's Rd. Central.

STANLEY & CO., U.

Importers and Exporters.
Tel. 999. 38-40, Queen's Rd. Ctr.

WEATHER REPORT.

Oct. 27 & 28, 50a.—No returns from Japan.

Pressure has decreased slightly to moderately at all reporting stations. The anticyclone over N. China, which does not appear to be of any intensity, has commenced to move eastward. Moderate monsoon will prevail along the coast to the south of Fochow, and over the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 98.97 inches, against an average of 80.25 inches.

Forecast for the 24 hours ending at noon on October 28th.

1.—Hongkong to Gap Rock. N.E. winds, moderate to strong.

2.—Formosa. Same as No. 1.

3.—South coast of China between Hongkong and Lamocka. The same as No. 1.

4.—South coast of China between Hongkong and Hainan. The same as No. 1.

ROYAL OBSERVATORY, HONGKONG, DAILY WEATHER REPORT.

OCTOBER 27, 1920.—a.m.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Direction.	Force.	Weather.
V. Observatory	5 a.m.	30.06	61	53	N.W.	4	b
Yung Maru	5 a.m.	30.06	61	53	N.W.	4	b
Wai Hing	5 a.m.	30.06	61	53	N.W.	4	b
Wai Hing	5 a.m.	30.06	61	53	N.W.	4	b
Wai Hing	5 a.m.	30.06	61	53	N.W.	4	b
Wai Hing	5 a.m.	30.06	61	53	N.W.	4	b
Wai Hing	5 a.m.	30.06	61	53	N.W.	4	b
Wai Hing	5 a.m.	30.06	61	53	N.W.	4	b
Wai Hing	5 a.m.	30.06	61	53	N.W.	4	b
Wai Hing	5 a.m.	30.06	61	53	N.W.	4	b

C. W. JEFFRIES, Director.

Hongkong Observatory, Oct. 27, 1920.

1. BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

2. THERMOMETER, in the shade in degrees Fahrenheit.

3. HUMIDITY, in percentage of saturation the humidity of air saturated with moisture being 100.

4. DIRECTION of WIND, to two points.

5. FORCE of WIND, according to Beaufort Scale.

6. STATE of WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, i hazy, o overcast, p passing showers, q equal, r rain, s snow, t thunder, v visibility, w dew, wet.

7. RAIN in inches tenths and hundredths.

HONGKONG TIDES.

The tide-table given below has been compiled at the National Almanac Office in London from the result of the observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1909-10.

The zero of the table corresponds with the zero of the sounding in the Admiralty Chart, which has been found to be 4 feet, 10 inches below mean sea-level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 3 feet 4 inches, and on the gauge at Lamont Dock, Aberdeen, add 10 feet 4 inches to the height given in the table.

October 26 to November 2, 1920.

Day.	High Water.		Low Water.	
	Time.	Height.	Time.	Height.
Oct. 26	10 12	12.2	4 12	1.7
Oct. 27	11 12	12.5	5 12	1.8
Oct. 28	12 12	12.8	6 12	1.9
Oct. 29	1 12	13.1	7 12	2.0
Oct. 30	2 12	13.4	8 12	2.1
Oct. 31	3 12	13.7	9 12	2.2
Nov. 1	4 12	14.0	10 12	2.3
Nov. 2	5 12	14.3	11 12	2.4

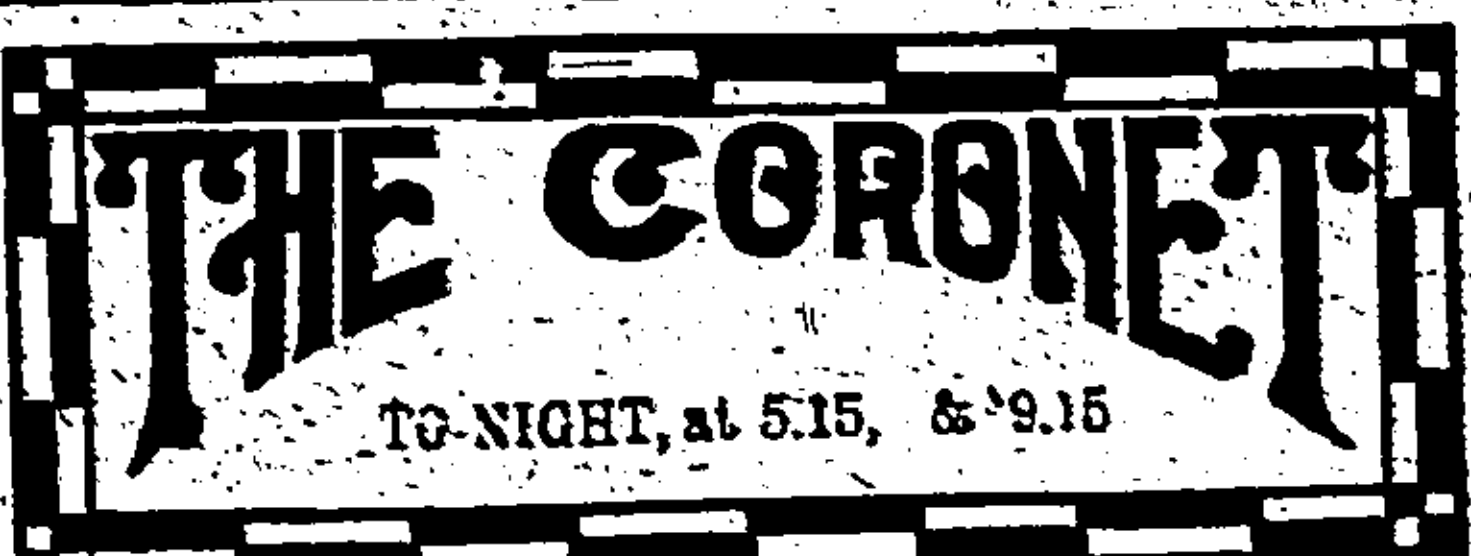
HONGKONG REGISTER.

	Previous day at 1 p.m.		On date at 1 p.m.		On date at 2 p.m.	
	Barometer.	Temp.	Barometer.	Temp.	Barometer.	Temp.
Barometer	29.93	69.0	29.97	69.0	29.97	69.0
Temperature	75	69	77	69	77	69
Humidity	57	58	53	53	53	53
Direction of Wind						
Force of Wind	2	1	2	1	2	1
Weather	2	1	2	1	2	1
Rain	0.00	0.00	0.00	0.00	0.00	0.00

Highest and lowest temperatures on the 26th-27th: 75° and 69° on the 26th, 77° and 69° on the 27th.

T. F. GILCHRIST, Director.
Hongkong Observatory, Oct. 27, 1920.

ENTERTAINMENTS.



GOLDWYN PRESENTS

MADGE KENNEDY

IN

"STRICTLY CONFIDENTIAL."

at 7.15 p.m.

"BOUND & GAGGED."

Episodes 7 & 8.

CLUB DE RECREIO

OPEN AIR SHOW

TO-NIGHT, at 9.15 p.m.

METRO presents

HAMILTON REVELLE

IN

"AN ENEMY TO SOCIETY."

ETC.

HONGKONG THEATRE.

TO-NIGHT, at 5.15 & 9.15 p.m.

MARGUERITE CLARK

IN

"BAB'S BURGLAR"

A. D. C.

GOLDEN DOOM.

GLITTERING GATE.

LOST SILK HAT.

COMPROMISE OF THE KING OF THE

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TO-MORROW (THURSDAY), Oct. 28,

SATURDAY, Oct. 30 & WEDNESDAY, Nov. 3rd

at 9.30 p.m.

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